Viejas Hotel South Tower Project Draft TEIR

Appendix B

Traffic Impact Analysis

Prepared by Linscott, Law & Greenspan, Engineers

February 27, 2014



TRAFFIC IMPACT ANALYSIS

VIEJAS HOTEL SOUTH TOWER

Alpine, California February 27, 2014

LLG Ref. 3-14-2309

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EXECUTIVE SUMMARY

Linscott, Law and Greenspan, Engineers (LLG) has prepared the following traffic study for the proposed *Viejas Hotel South Tower* on the Viejas Indian Reservation. The project proposes to develop a 128-room six-story hotel located adjacent to the existing Viejas Casino and Viejas Hotel North Tower on the north side of Interstate 8, between West and East Willows Road in the community of Alpine. The Casino currently offers approximately 133,000 square feet (SF) of gaming area in a 325,000 SF casino. Current gaming offerings include 2,000 slot machines, 86 gaming tables, a 150-seat off-track betting facility, a 750 seat bingo pavilion, a special events venue, five restaurants, a 150-room hotel and a parking structure. With construction of the recently developed first Viejas hotel, the Casino reduced the amount of original gaming area by approximately 20,000 SF. The proposed project would add approximately 16,500 SF of gaming area in the new development.

The expansion will occur on a currently developed and paved area at the southeast corner of the casino. The expansion would demolish the existing office space on the southeastern portion of the casino and replace it with a second hotel tower. The south hotel tower would include additional gaming space, a kitchen in the basement, ballroom, pre-function terrace, meeting rooms, bar and retail. The office space would be relocated within the existing facility.

Existing traffic volumes (peak hour and ADT) were obtained for both the weekday and Saturday timeframes. The trip generation rate for the proposed project was utilized from the County of San Diego document titled *Traffic Needs Assessment of Tribal Development Projects in the San Diego Region*. The project is calculated to generate 384 ADT with 27 trips (11 inbound/ 16 outbound) during the weekday PM peak hour.

The following scenarios were evaluated:

- Existing
- Existing + Project
- Existing + Project + Cumulative Projects

The intersection and segment analyses were conducted for the scenarios discussed above for both a weekday and Saturday.

No significant direct or cumulative project impacts were identified. Therefore, no mitigation measures are proposed.

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TRAFFIC IMPACT ANALYSIS

VIEJAS HOTEL SOUTH TOWER

Alpine, California February 27, 2014

1.0 Introduction

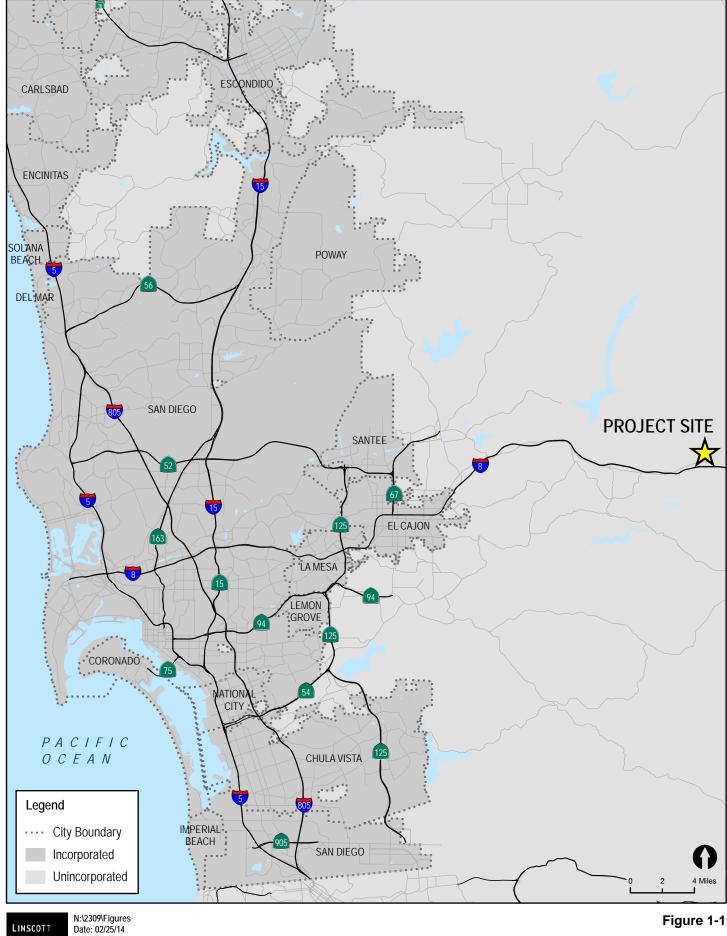
1.1 Purpose of the Report

Linscott, Law & Greenspan Engineers (LLG) has been retained to assess the traffic impacts associated with the proposed *Viejas Hotel South Tower* on the Viejas Indian Reservation. The project site is located adjacent to the existing Viejas Casino and just south of the recently constructed Viejas Hotel North Tower at 5000 Willows Road, on the north side of Interstate 8, east of the Community of Alpine. The project proposes to develop a 128-room six-story hotel.

The traffic analysis presented in this report includes the following:

- Project Description
- Existing Conditions Assessment
- Traffic Analysis Methodology
- Significance Criteria
- Existing Analysis
- Project Trip Generation/ Distribution/ Assignment
- Cumulative projects
- Near-Term Analysis
- Site Access and Other Issues Discussion
- Significance of Impacts and Mitigation

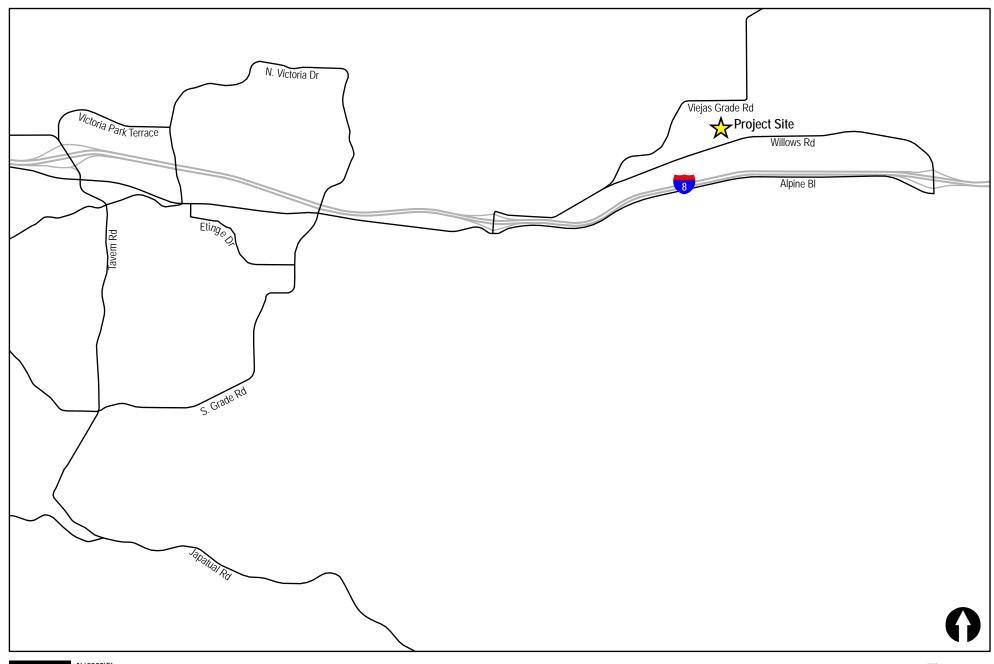
Figure 1–1 shows the vicinity map. Figure 1–2 shows a more detailed project area map.



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Figure 1-1

Vicinity Map



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Figure 1-2

Project Area Map

2.0 PROJECT LOCATION AND DESCRIPTION

2.1 Project Location

The proposed project is located on Willows Road north of Interstate 8 on the Viejas Indian Reservation. The I-8 / West Willows Road and East Willows Road interchanges provide regional access to this project.

2.2 Project Description

The proposed project is a 128-room six-story hotel located adjacent to the existing Viejas Casino and Viejas Hotel North Tower. The expansion will occur on a currently developed and paved area at the southeast corner of the casino. The expansion would demolish the existing office space on the southeastern portion of the casino and replace it with a second hotel tower. The south hotel tower would include additional gaming space, a kitchen in the basement, ballroom, pre-function terrace, meeting rooms, bar and retail. The office space would be relocated within the existing facility.

The Casino currently offers approximately 133,000 SF of gaming area in a 325,000 SF casino. Current gaming offerings include 2,000 slot machines, 86 gaming tables, a 150-seat off-track betting facility, a 750 seat bingo pavilion, a special events venue, five restaurants, a 150-room hotel and a parking structure. With construction of the recently developed first Viejas hotel, the Casino reduced the amount of original gaming area by approximately 20,000 SF. The proposed project would add approximately 16,500 SF of gaming area in the new development.

No new infrastructure would be required, or is proposed, for the proposed Viejas Hotel South Tower.

2.3 Project Access

Access to the hotel is available via the existing all-way stop controlled intersection, east of the casino, which also serves the north hotel tower and the newly constructed parking structure.

Figure 2–1 depicts the proposed site plan.

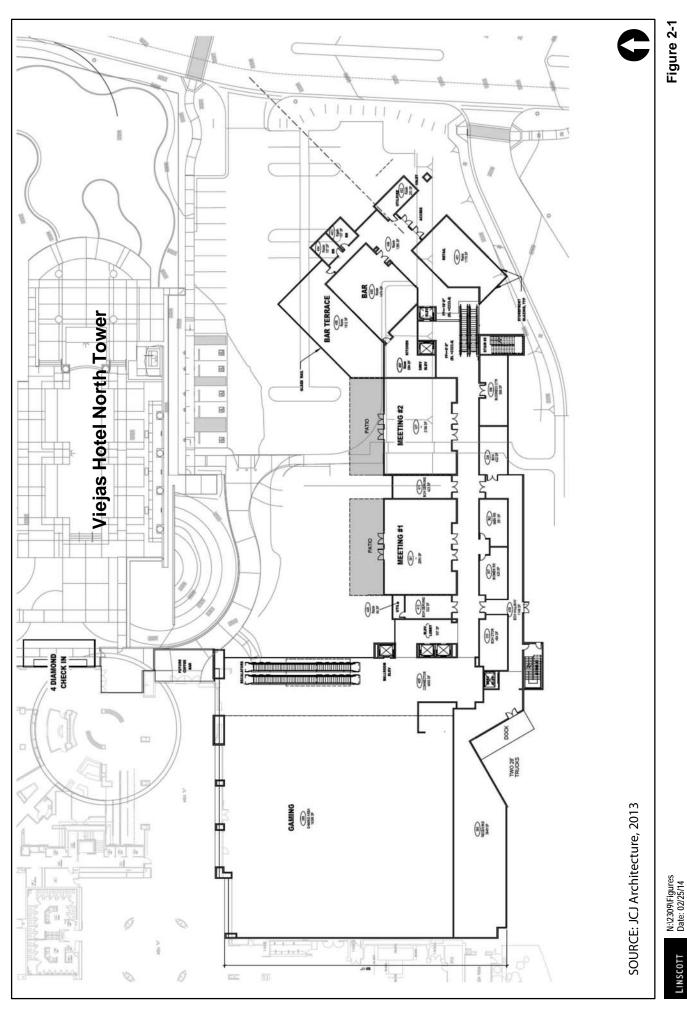


Figure 2-1

Conceptual Site Plan

VIEJAS HOTEL SOUTH TOWER

3.0 EXISTING CONDITIONS

3.1 Study Area

The study area for this project encompasses areas of anticipated impact related to the project. The scope of the study area (bi-directional 25-peak hour project trips) was developed based on the guidelines outlined in the "County of San Diego Report Format and Content Requirements – Transportation and Traffic – First Modification February 19, 2010" manual, existing traffic volumes to the Viejas Casino, the proposed project distribution, and a working knowledge of the local transportation system based on LLG's prior work in this area.

The intersections and segments included in the study area are listed below. These locations were chosen since they will carry the majority of project traffic.

Intersections

- 1. Willows Road (West) / I-8 Westbound ramps
- 2. Willows Road (West) / I-8 Eastbound ramps
- 3. Willows Road (West) / Alpine Boulevard
- 4. Willows Road / Viejas Grade Road
- 5. Willows Road / West Viejas Casino Entrance
- 6. Willows Road / East Viejas Casino Entrance
- 7. Willows Road (East) / I-8 Westbound ramps
- 8. Willows Road (East) / I-8 Eastbound ramps

Street Segments

- 1. Willows Road West of Viejas Casino/ Hotel site
- 2. Willows Road East of Viejas Casino/ Hotel site

3.2 Existing Transportation Conditions

The following is a brief description of the streets in the project areas. *Figure 3–1* shows an existing conditions diagram.

Interstate 8 (I-8) is an east/west facility that extends as a freeway from the San Diego area eastward to the California-Arizona border and beyond. It provides three lanes Eastbound and two lanes westbound lanes in the project area. The posted speed limit of Interstate 8 is 70 mph in the project area. Local interchanges are provided at Willows Road (west) and Willows Road (east).

Willows Road is constructed as a two lane undivided roadway east and west of casino and as a four-lane roadway along the casino frontage. According to the County of San Diego General Plan, Willows Road is classified as a Rural Light Collector east and west of the casino, and as a Boulevard in the immediate vicinity of the casino. Passing is allowed on some portions of the roadway. The posted speed limit is 45 mph and 50 mph. Bus stops are provided on West Willows Road. Access to the project site is via the I-8 interchanges at West Willows Road and East Willows Road only.

3.3 Existing Traffic Volumes

Peak Hour Intersection Volumes

LLG commissioned manual intersection turning movement counts during the weekday (Thursday, October 24, 2013, 4-6 PM) and weekend (Saturday, February 22, 2014, 4-6 PM). These timeframes were selected as they represent highest traffic loads due to commuter and casino traffic, respectively.

Daily Segment Volumes

Bi-directional daily traffic counts were conducted on the street segments during the weekday (Thursday, October 22, 2013) and weekend (Saturday, February 22, 2014).

Table 3–1 is a summary of the average daily traffic volumes (ADTs). *Figure 3–2* shows the existing weekday and existing Saturday traffic volumes on a PM peak hour and daily basis. *Appendix A* contains copies of the intersection manual count sheets and ADT count sheets.

TABLE 3–1
EXISTING TRAFFIC VOLUMES

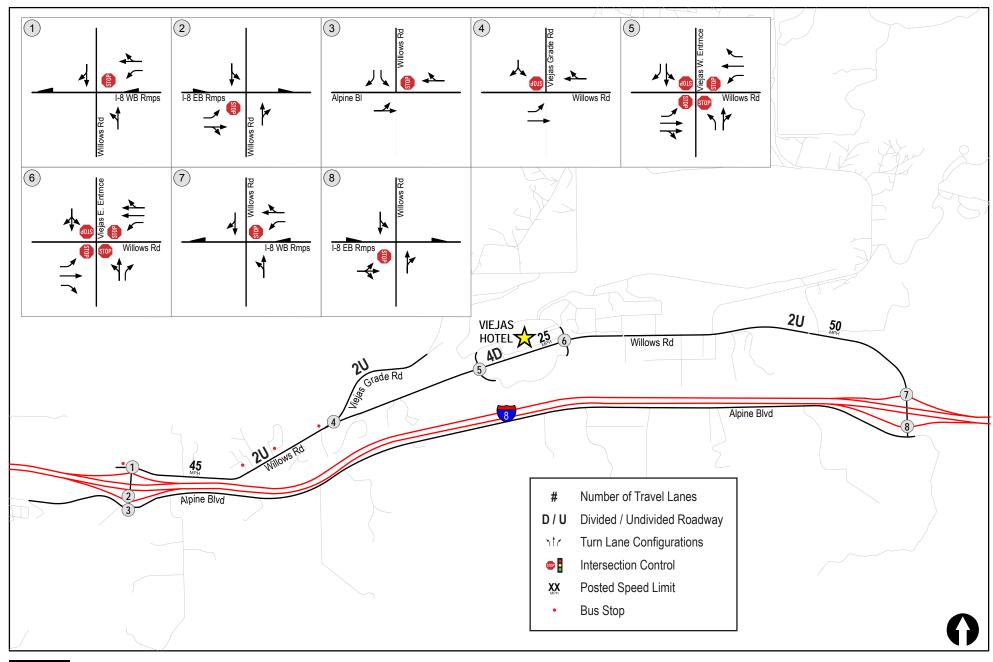
| Street Seamont | Existing ADT ^a | | | |
|-----------------------|---------------------------|----------|--|--|
| Street Segment | Weekday | Saturday | | |
| Willows Road | | | | |
| West of Viejas Casino | 8,080 | 11,760 | | |
| East of Viejas Casino | 2,550 | 3,320 | | |

Footnote:

3.4 Counts Comparison

LLG originally conducted traffic counts on Willows Road in Year 2011 through our work on the Viejas Hotel North Tower. LLG conducted an ADT comparison between the Year 2011 and Year 2013 traffic counts. Based on our review, the Year 2011 – Year 2013 change in traffic counts were as high as 4.5% on a weekday and 21.6% on a Saturday (this percent increase is on the lightly traveled portion of Willows Road east of the casino. However, Saturday counts remained consistent west of the casino with only a 0.4% decrease). The higher volumes translate to slightly higher overall delays as compared to the past analyses as described in Sections 6.0 and 9.0. *Appendix A* contains the traffic volume comparison table.

a. Average Daily Traffic Volumes.

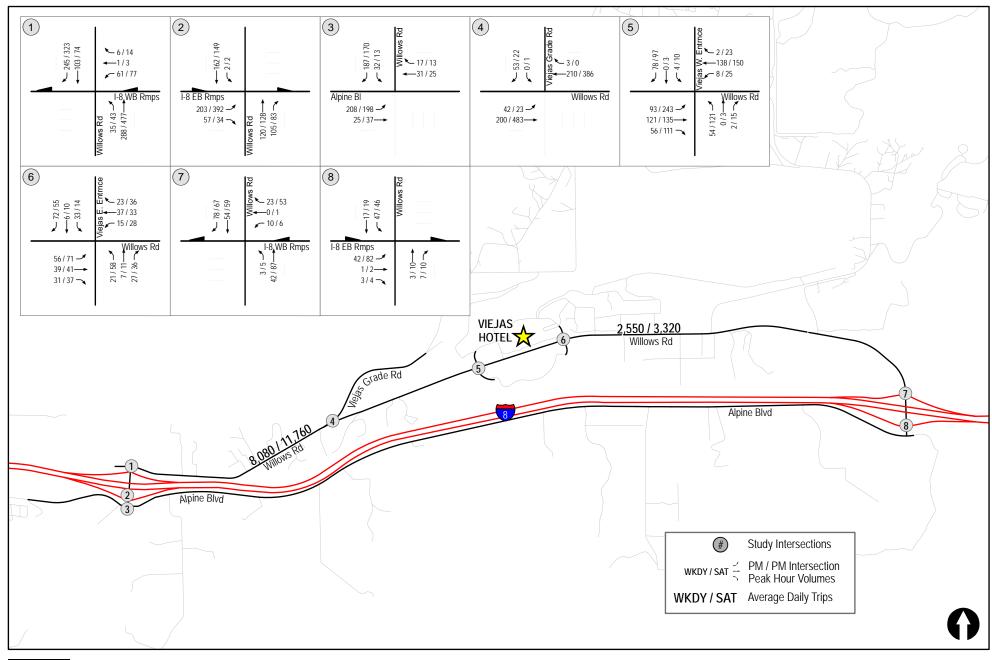


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Figure 3-1

Existing Conditions Diagram



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Existing Traffic Volumes

4.0 ANALYSIS APPROACH AND METHODOLOGY

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized intersections, unsignalized intersections and roadway segments.

4.1 Intersections

Each study area intersection is unsignalized. These were analyzed under PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the 2000 Highway Capacity Manual (HCM), with the assistance of the Synchro (version 7) computer software. However, study area intersections at both Viejas Casino driveways were analyzed with the assistance of the Synchro (version 8) for multi-lane unsignalized intersections as Synchro (version 7) does not have the capability. Average vehicle delay was determined utilizing the methodology found in Volume 3: Interrupted Flow, Chapter 20 of the 2010 Highway Capacity Manual (HCM). Unsignalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in Appendix B.

4.2 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the County of San Diego's *Roadway Classification*, *Level of Service*, and ADT Table. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The County of San Diego's *Roadway Classification*, *Level of Service*, and ADT Table is attached in *Appendix C*.

5.0 SIGNIFICANCE CRITERIA

The following criterion was utilized to evaluate potential significant impacts, based on the *County of San Diego Guidelines for Determining Significance—Transportation and Traffic*, dated June 30, 2009 with a first modification effective February 19, 2010. The County of San Diego's General Plan Mobility Element discusses the County's Level of Service criteria under Goal M-2. It requires that development projects provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County. The County maintains a list of such roads. West Willows Road, west of Viejas Casino has been accepted at LOS F.

5.1 Road Segments

This section provides guidance for evaluating adverse environmental effects a project may have on street segments. The allowable ADT increases on LOS E/F operation roadways was obtained from County guidelines and are summarized in *Table 5–1*. The thresholds in *Table 5–1* are based upon average operating conditions on County roadways. Exceeding the thresholds in Table 5-1 would result in a significant impact. It should be noted that these thresholds only establish general guidelines, and that the specific project location must be taken into account in conducting an analysis of traffic impact from new development.

TABLE 5–1

MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON
CIRCULATION ELEMENT ROAD SEGMENTS
ALLOWABLE INCREASES ON CONGESTED ROAD SEGMENTS

| Leve | Level of Service Two-Lane Road | | Four-Lane Road | Six-Lane Road |
|------|--------------------------------|---------|----------------|---------------|
| | LOS E | 200 ADT | 400 ADT | 600 ADT |
| | LOS F | 100 ADT | 200 ADT | 300 ADT |

General Notes:

- By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total
 cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes additional trips
 must mitigate a share of the cumulative impacts.
- 2. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

5.2 Intersections

This section provides guidance for evaluating adverse environmental effects a project may have on signalized and unsignalized intersections. *Table 5–2* was obtained from County guidelines and summarizes the allowable increases in delay or traffic volumes at signalized and unsignalized intersections. Exceeding the thresholds in Table 5-2 would result in a significant impact.

TABLE 5–2 MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON INTERSECTIONS ALLOWABLE INCREASES ON CONGESTED INTERSECTIONS

| Level of service | Signalized | Unsignalized |
|------------------|---|---|
| LOS E | Delay of 2 seconds or less | 20 or less peak hour trips on a critical movement |
| LOS F | Either a Delay of 1 second, or 5 peak hour trips or less on a critical movement | 5 or less peak hour trips on a critical movement |

General Notes:

- 1. A critical movement is an intersection movement (right-turn, left-turn, through-movement) that experiences excessive queues, which typically operate at LOS F.
- 2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact.
- 3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.
- 4. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay *and* the number of trips on a critical movement, exceedance of either criteria result in a significant impact.

Signalized Intersections—Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a signalized intersection:

- 1. The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or will cause a signalized intersection to operate at a LOS E or LOS F as identified in *Table 5–2*.
- 2. Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

Unsignalized Intersections—The operating parameters and conditions for unsignalized intersections differ dramatically from those of signalized intersections. Very small volume increases on one leg or turn and/or through movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. Significance criteria for unsignalized intersections are based upon a minimum number of trips added to a critical movement at an unsignalized intersection.

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic impact on an unsignalized intersection as listed in *Table 5–2* and described as text below:

3. The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or

- 4. The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or
- 5. The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or
- 6. The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or
- 7. Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

6.0 ANALYSIS OF EXISTING CONDITIONS

Table 6–1 summarizes the peak hour intersection operations for existing conditions in the study area. As shown, all the study area intersections are calculated to currently operate at acceptable service levels of LOS C or better on both a weekday and Saturday. **Appendix D** contains the peak hour calculation sheets for the Existing scenario.

Table 6–1
Existing Intersection Operations

| | | Existing | | | | |
|---|-------------------|--------------------|------------------|-------|-----|--|
| Intersection | Control Type | Week | Weekday | | day | |
| | Type | Delay ^a | LOS ^b | Delay | LOS | |
| 1. Willows Road (West) / I-8 WB Ramps | TWSC ^c | 15.8 | С | 22.8 | С | |
| 2. Willows Road (West) / I-8 EB Ramps | TWSC | 13.6 | В | 22.8 | С | |
| 3. Willows Road (West) / Alpine Boulevard | TWSC | 13.1 | В | 11.9 | В | |
| 4. Willows Road / Viejas Grade Road | TWSC | 9.8 | A | 11.3 | В | |
| 5. Willows Road / West Viejas Casino Entrance | AWSC ^d | 9.2 | A | 12.1 | В | |
| 6. Willows Road / East Viejas Casino Entrance | AWSC | 8.4 | A | 8.6 | A | |
| 7. Willows Road (East) / I-8 WB Ramps | TWSC | 8.9 | A | 9.1 | A | |
| 8. Willows Road (East) / I-8 EB Ramps | TWSC | 9.6 | A | 10.0 | A | |

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. TWSC Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- d. AWSC All-Way Stop Controlled intersection.

| UNSIGNAL | IZED |
|----------------|---------|
| DELAY/LOS THR | ESHOLDS |
| Delay | LOS |
| $0.0 \le 10.0$ | A |
| 10.1 to 15.0 | В |
| 15.1 to 25.0 | C |
| 25.1 to 35.0 | D |
| 35.1 to 50.0 | E |
| > 50.1 | F |

6.1 Daily Segment Levels of Service

Table 6–2 summarizes the existing weekday and Saturday segment operations along the key study area roadways. As shown, Willows Road is calculated to currently operate at acceptable levels of service with the exception of Willows Road – West of Viejas Casino, which is calculated to currently operate at LOS E on Saturday.

TABLE 6–2
EXISTING STREET SEGMENT OPERATIONS

| Church Commont | Classification | Capacity | Weekday | | Saturday | |
|-----------------------|---------------------------------|-----------|---------|-------|----------|-----|
| Street Segment | Classification | (LOS E) a | ADT b | LOS c | ADT | LOS |
| Willows Road | | | | | | |
| West of Viejas Casino | 2-lane Rural Light Collector | 16,200 | 8,080 | D | 11,760 | E |
| East of Viejas Casino | 2-lane Rural Light Collector | 16,200 | 2,550 | В | 3,320 | В |

Footnotes:

- a. Capacities based on County of San Diego Roadway Classification Table (see Appendix C).
- b. Average Daily Traffic Volumes.
- c. Level of Service.

7.0 Project Trip Generation, Distribution, and Assignment

The following is a discussion of the project trip generation calculations and the project traffic distribution and assignment through the local network.

7.1 Trip Generation

Project trips consist of vehicular trips on the street system, which begin or end at the project site and are generated by the proposed development. The project traffic generation calculations were conducted using the trip generation rates published in the County of San Diego document titled *Traffic Needs Assessment of Tribal Development Projects in the San Diego Region (March 2003)*. The document indicates a trip rate of 3 trips per room for a hotel. The above document does not specify different trip rates between weekday and weekend timeframes. Hence, 3 daily trips per room were assumed for both weekdays and weekends.

Table 7–1 shows a summary of the project traffic generation. As tabulated the proposed hotel is calculated to generate 384 daily trips with 27 trips (11 inbound/16 outbound) during the PM peak hour.

Table 7–1
Project Trip Generation

| Land Use | Size | Daily Trip Ends (ADTs) | | PM Peak Hour ^b | | | |
|----------|-----------|---------------------------|--------|---------------------------|--------|------------|-----|
| Land Use | Size | Rate ^a | Volume | % of | In:Out | Out Volume | |
| | | | | ADT | Split | In | Out |
| Hotel | 128 rooms | 3 / room | 384 | 7% | 40:60 | 11 | 16 |

Footnotes:

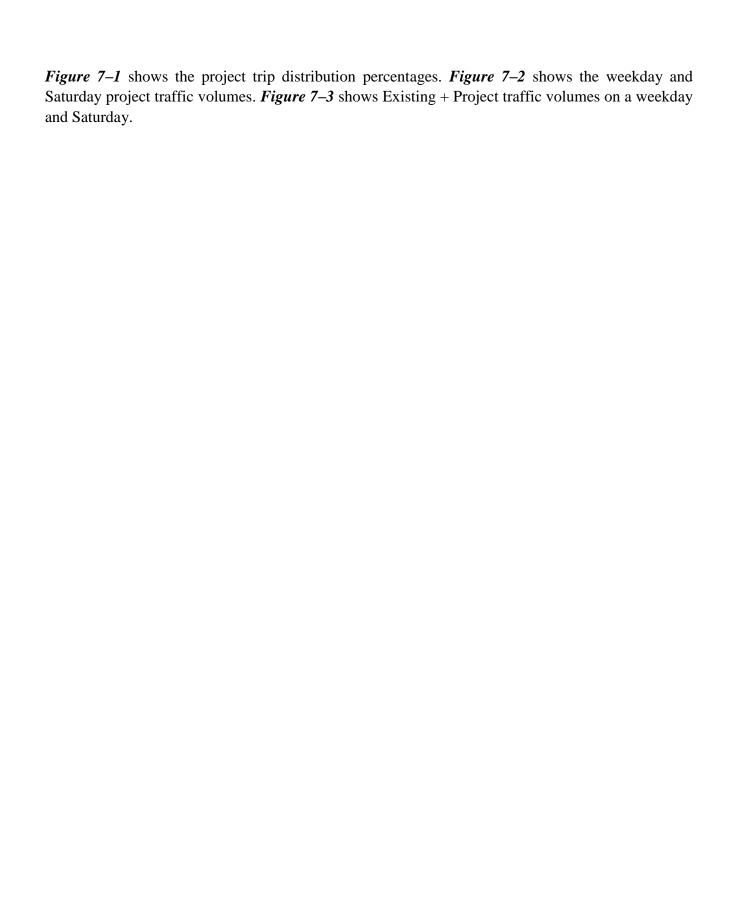
7.2 Trip Distribution/Assignment

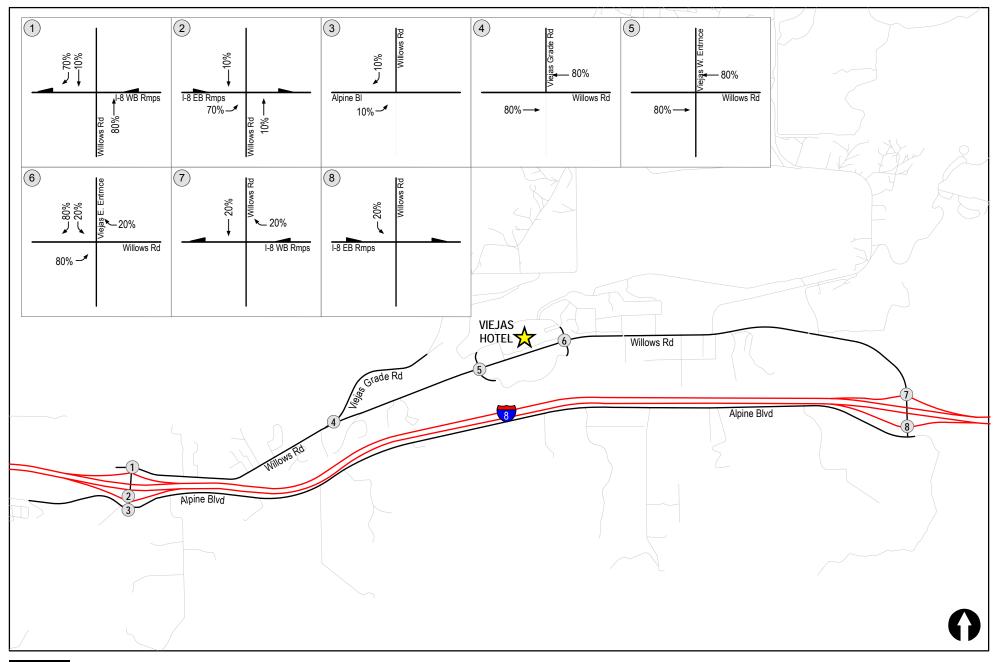
Trip distribution is the process of determining traffic percentage splits on the regional and local roadway network from which traffic will access a project site. Trip distribution is dependent upon the land use characteristics of the project and upon the general location of other land uses to which project trips would originate or terminate.

Given that the hotel is proposed to be located adjacent to the existing Viejas Casino, existing traffic counts were used to deduce the traffic distribution percentages. It is important to note that employees working at the Viejas Indian Reservation are asked to use the East Willows Road interchange to offload traffic on West Willows Road, as reflected in the existing traffic counts. To be conservative, this study assumed all project trips from the west use the I-8/ West Willows Road interchange.

a. Rate is based on County of San Diego document titled *Traffic Needs Assessment of Tribal Development Projects in the San Diego Region, March* 2003

b. PM peak hour percentage and In/Out splits are based on "Resort Hotels" shows in SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.



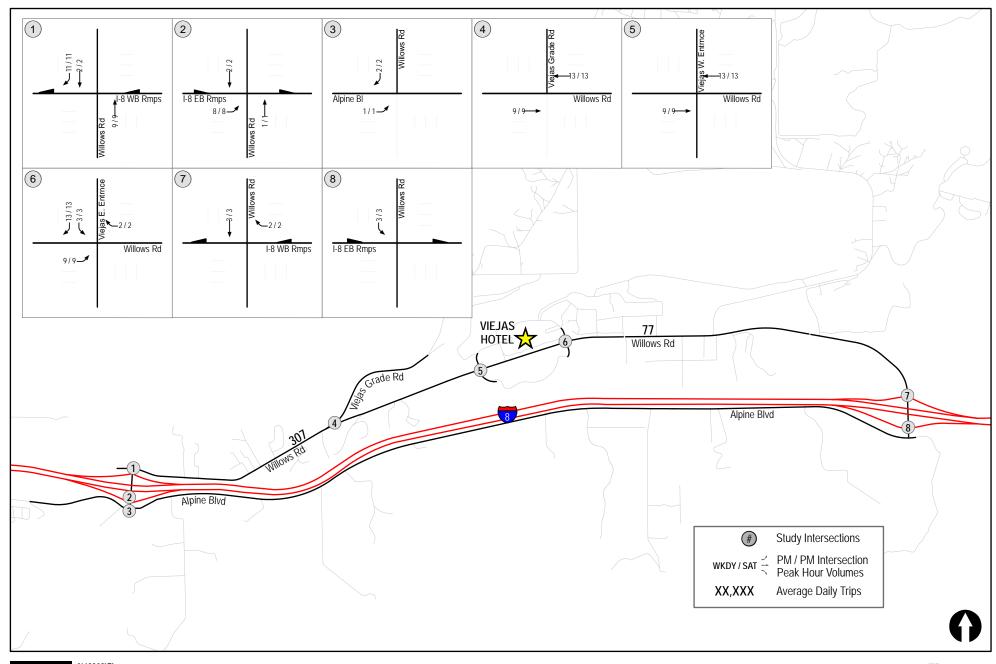


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Figure 7-1

Project Traffic Distribution

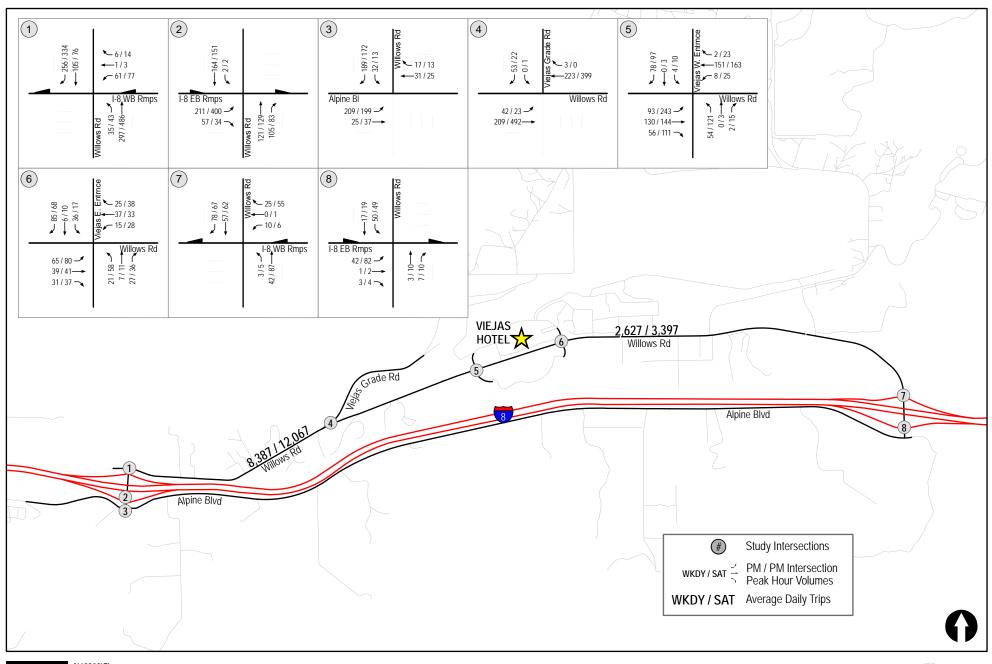


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Project Traffic Assignment



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Existing + Project Traffic Volumes

8.0 CUMULATIVE PROJECTS

Cumulative projects are other projects in the study area that will add traffic to the local circulation system in the near future. LLG coordinated with the County of San Diego staff regarding the cumulative projects in the project study area. The following cumulative projects were included in the traffic study. The north hotel was built at the time the baseline traffic counts were conducted and therefore this project is not a cumulative project. **Appendix E** contains the cumulative project information.

- 1. Cronin Light Industrial
- 2. DGJM Self Storage
- 3. Alpine Regional Center Expansion
- 4. Alpine Convalescent
- 5. Victoria Village
- 6. Victoria Estates
- 7. Alpine High School
- 8. Alpine Library
- 9. Walker Health Clinic

8.1 Summary of Cumulative Projects Trips

Table 8–1 is a summary of the cumulative project trips generated in and around the project vicinity. This table shows that in total, nine (9) cumulative projects are identified, and are predicted to generate 5,955 ADT with 603 total PM peak hour trips in the community of Alpine when constructed. The majority of the cumulative projects are distant from the subject project study area; therefore only a small portion of cumulative trips will be added to the study area. The cumulative summary is based on weekday trip rates, but was also applied to the Saturday peak hour to provide a conservative assessment of weekend cumulative traffic.

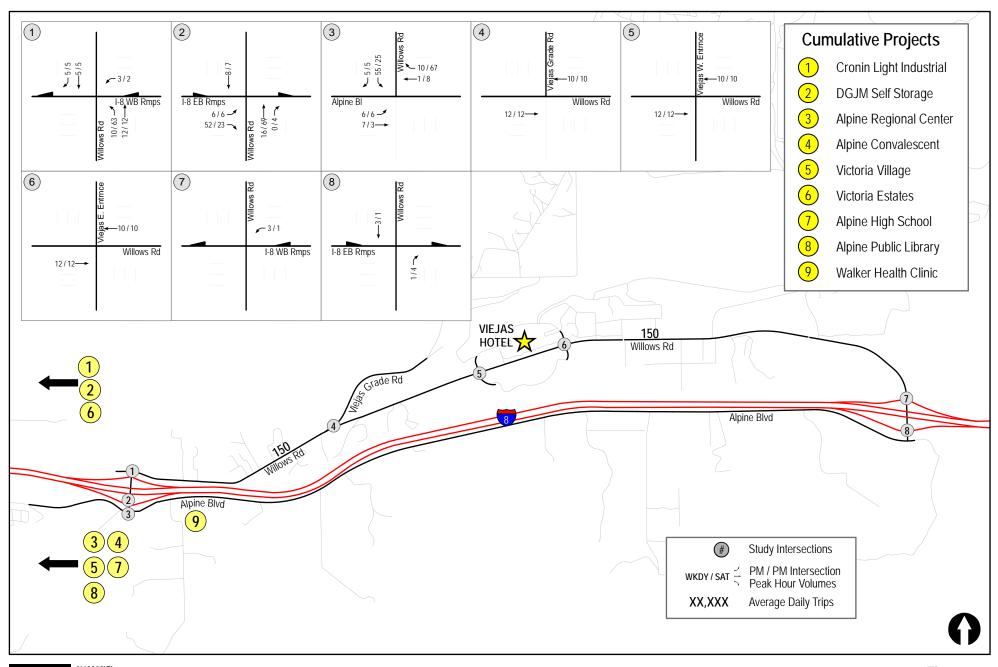
Figure 8–1 shows the cumulative project locations and total cumulative project traffic volumes. *Figure 8–2* shows the Existing + Project + Cumulative projects traffic volumes on a weekday and Saturday.

Table 8–1
Cumulative Projects Trip Generation Summary

| Sl. No. | Project Number | Project Name | Land Use | Intensity | Unit | Daily Trips | PM Trips | PM In | PM Out |
|---------|--------------------------------|-------------------------------------|--|-----------|-----------|-------------|----------|-------|--------|
| 1 | 350010-005 | Cronin Light Industrial | Industrial Park | 33.5 | TSF | 536 | 64 | 13 | 51 |
| 2 | 3500 03-073- 01 | DGJM Self Storage | Storage | 119.78 | TSF | 240 | 22 | 11 | 11 |
| | | | Specialty Retail | 25 | TSF | 1,000 | 90 | 45 | 45 |
| 3 | 3500 01-064- 01 | Alpine Regional Center Expansion | Bank with Drive- Through | 2 | TSF | 400 | 40 | 20 | 20 |
| | | | | | Sub-Total | 1,400 | 130 | 65 | 65 |
| 4 | 3300 64-018- 04 | Alpine Convalescent | Convalescent | 29 | Beds | 87 | 6 | 2 | 4 |
| | | | Specialty Retail | 5.525 | TSF | 221 | 20 | 10 | 10 |
| 5 | 3500 10-022 | Victoria Village | Condominiums | 4 | DU | 32 | 3 | 2 | 1 |
| | | | | • | Sub-Total | 253 | 23 | 12 | 11 |
| 6 | 3100 5431 | Victoria Estates | Rural Estates | 35 | DU | 420 | 42 | 29 | 13 |
| 7 | N/A | Alpine High School | High School | 1,100 | Students | 1,430 | 143 | 57 | 86 |
| 8 | N/A | Library | Library | 13 | KSF | 650 | 65 | 32 | 33 |
| 9 | N/A | Walker Health Clinic | Dental and Standard Commercial Office | 26.4 | KSF | 939 | 108 | 29 | 79 |
| | Total Cumulative Project Trips | | | | | | 603 | 250 | 353 |

General Note:

a. N/A - Not available.

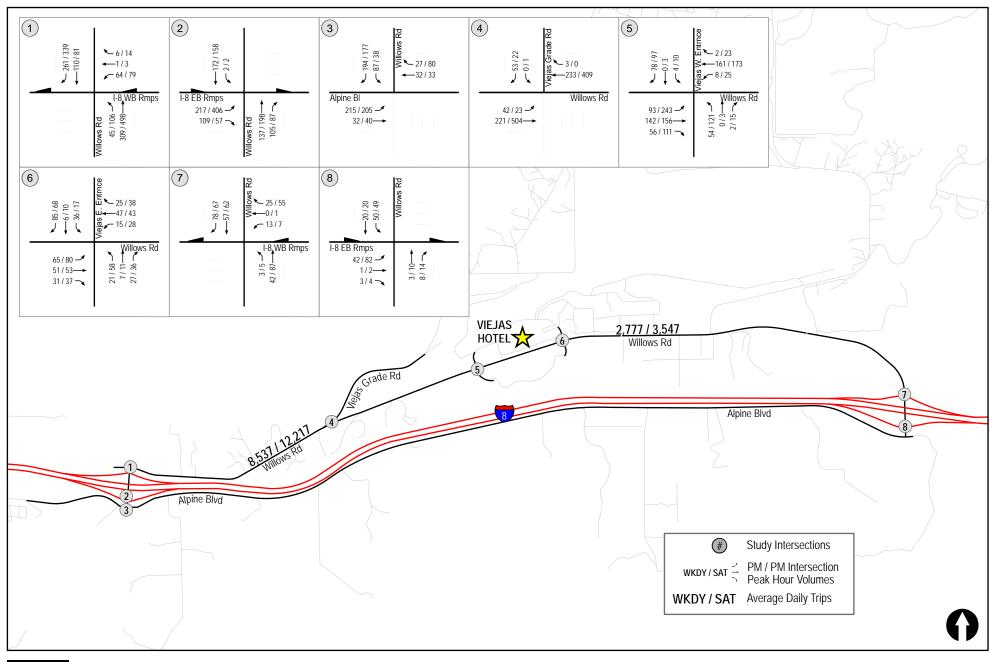


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Figure 8-1

Cumulative Projects Traffic Volumes



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LAW &
GREENSPAN

engineers

Figure 8-2

9.0 ANALYSIS OF NEAR-TERM SCENARIOS

The following section discusses the intersection and street segment operations for the near-term scenarios: Existing + Project and Existing + Project + Cumulative Projects. A long-term analysis was not conducted as the proposed hotel is consistent with the long-range plan for the property and included in the long-term traffic model.

9.1 Existing + Project

9.1.1 Intersection Analysis

Table 9–1 summarizes the peak hour intersection operations for Existing + Project conditions on a weekday. With the addition of the proposed project traffic, all the study area intersections are calculated to continue to operate at acceptable LOS C or better. **Appendix F** contains the peak hour calculation sheets for the Existing + Project scenario.

Table 9–2 summarizes the peak hour intersection operations for Existing + Project conditions on a Saturday. With the addition of the proposed project traffic, all the study area intersections are calculated to continue to operate at acceptable LOS C or better.

9.1.2 Street Segment Operations

Table 9–3 summarizes the weekday street segment operations. With the addition of proposed project traffic, Willows Road is calculated to continue to operate at acceptable LOS D or better.

Table 9–4 summarizes the Saturday street segment operations. With the addition of proposed project traffic, Willows Road – West of Viejas Casino is calculated to continue to operate at LOS E. The proposed project on this segment adds 307 ADT and exceeds the County's allowable threshold of 200 ADT on a 2-lane road at LOS E. The significance of this project contribution is discussed later in *Section 9.3*.

9.2 Existing + Project + Cumulative Projects

9.2.1 Intersection Analysis

Table 9-1 summarizes the peak hour intersection operations for Existing + Project + Cumulative projects conditions on a weekday. With the addition of the proposed project and cumulative projects traffic, all the study area intersections are calculated to continue to operate at acceptable LOS C or better. **Appendix** G contains the peak hour calculation sheets for the Existing + Project + Cumulative projects scenario.

Table 9–2 summarizes the peak hour intersection operations for Existing + Project + Cumulative projects conditions on a Saturday. With the addition of the proposed project and cumulative projects traffic, all the study area intersections are calculated to operate at acceptable service levels of LOS D or better.

9.2.2 Street Segment Operations

Table 9–3 summarizes the weekday street segment operations. With the addition of proposed project and cumulative projects traffic, Willows Road is calculated to continue to operate at acceptable LOS D or better.

Table 9–4 summarizes the Saturday street segment operations. With the addition of proposed project and cumulative projects traffic, Willows Road – West of Viejas Casino is calculated to operate at LOS E. The proposed plus cumulative projects on this segment add 457 ADT and exceed the County's allowable threshold of 200 ADT on a 2-lane road at LOS E. The significance of this project contribution is discussed below.

9.3 Significant Impacts

9.3.1 Intersections

Based on the County's significance criteria, no significant direct or cumulative intersection impacts were calculated on a weekday or Saturday.

9.3.2 Street Segments

Based on the County's significance criteria, no significant direct or cumulative street segment impacts are calculated on a weekday.

While the County's ADT threshold for street segments on a Saturday has been exceeded, a significant impact requiring mitigation on Willows Road – West of the casino is not determined for the following reasons:

- The project is a low generating ancillary use to the Casino adding 307 ADT and 22/22 (AM/PM) peak hour trips on this segment.
- The impact occurs **only** on a Saturday. During peak commuter traffic, this segment is calculated to operate at LOS D or better.
- According to the County of San Diego General Plan Update Alpine Mobility Element Network, the street segment operations on this portion of Willows Road have been accepted at LOS F.
- The intersections adjacent to this segment (Willows Road/ I-8 WB ramps and Casino traffic signal) are calculated to operate at LOS D or better (LOS C on a weekday). Given the minimal side friction on Willows Road in this stretch, street segment operations may operate better than calculated.
- A portion of Willows Road along the casino frontage is currently built to 4-lanes, which helps in reducing congestion and improving overall street operations.

Table 9–1
Near-Term Intersection Operations (Weekday)

| Intersection | Control | Existing | | Existing + Project | | | Existing + Project + Cumulative Project | | | Significant |
|---|-------------------|--------------------|------------------|--------------------|-----|--------------|--|-----|----|-------------|
| | Туре | Delay ^a | LOS ^b | Delay | LOS | Δ^{c} | Delay | LOS | Δ | Impact? |
| 1. Willows Road (West) / I-8 WB Ramps | TWSC ^d | 15.8 | С | 16.2 | С | 0 | 17.4 | С | 10 | No |
| 2. Willows Road (West) / I-8 EB Ramps | TWSC | 13.6 | В | 13.9 | В | 8 | 13.9 | В | 14 | No |
| 3. Willows Road (West) / Alpine Boulevard | TWSC | 13.1 | В | 13.1 | В | 1 | 17.9 | С | 55 | No |
| 4. Willows Road / Viejas Grade Road | TWSC | 9.8 | A | 9.9 | A | 0 | 10.0 | A | 0 | No |
| 5. Willows Road / West Viejas Casino Entrance | AWSC ^e | 9.2 | A | 9.4 | A | 0 | 9.5 | A | 0 | No |
| 6. Willows Road / East Viejas Casino Entrance | AWSC | 8.4 | Α | 8.5 | A | 9 | 8.6 | A | 9 | No |
| 7. Willows Road (East) / I-8 WB Ramps | TWSC | 8.9 | A | 8.9 | A | 0 | 8.9 | A | 3 | No |
| 8. Willows Road (East) / I-8 EB Ramps | TWSC | 9.6 | A | 9.6 | A | 3 | 9.7 | A | 3 | No |

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in trips for the critical movement due to the project.
- d. TWSC Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- e. AWSC All-Way Stop Controlled intersection.

| UNSIGNALI | ZED |
|----------------|---------|
| DELAY/LOS THR | ESHOLDS |
| Delay | LOS |
| $0.0 \le 10.0$ | A |
| 10.1 to 15.0 | В |
| 15.1 to 25.0 | C |
| 25.1 to 35.0 | D |
| 35.1 to 50.0 | E |

≥ 50.1

Table 9–2
Near-Term Intersection Operations (Saturday)

| Intersection | Control | Existing Ex | | Existi | Existing + Project | | | g + Proj lative Pr | Significant | |
|---|-------------------|--------------------|------------------|--------|--------------------|--------------|-------|-----------------------|-------------|---------|
| | Type | Delay ^a | LOS ^b | Delay | LOS | Δ^{c} | Delay | LOS | Δ | Impact? |
| 1. Willows Road (West) / I-8 WB Ramps | TWSC ^d | 22.8 | С | 23.5 | С | 0 | 34.4 | D | 63 | No |
| 2. Willows Road (West) / I-8 EB Ramps | TWSC | 22.8 | С | 23.9 | С | 8 | 34.1 | D | 14 | No |
| 3. Willows Road (West) / Alpine Boulevard | TWSC | 11.9 | В | 11.9 | В | 1 | 15.9 | С | 25 | No |
| 4. Willows Road / Viejas Grade Road | TWSC | 11.3 | В | 11.4 | В | 0 | 11.5 | В | 0 | No |
| 5. Willows Road / West Viejas Casino Entrance | AWSC ^e | 12.1 | В | 12.3 | В | 0 | 12.4 | В | 0 | No |
| 6. Willows Road / East Viejas Casino Entrance | AWSC | 8.6 | Α | 8.8 | A | 9 | 8.8 | A | 9 | No |
| 7. Willows Road (East) / I-8 WB Ramps | TWSC | 9.1 | A | 9.1 | A | 0 | 9.1 | A | 1 | No |
| 8. Willows Road (East) / I-8 EB Ramps | TWSC | 10.0 | A | 10.0 | A | 3 | 10.1 | В | 3 | No |

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in trips for the critical movement due to the project.
- d. TWSC Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- e. AWSC All-Way Stop Controlled intersection.

| DELAY/LOS THR | ESHOLDS |
|----------------|---------|
| Delay | LOS |
| $0.0 \le 10.0$ | A |
| 10.1 to 15.0 | В |
| 15.1 to 25.0 | C |
| 25.1 to 35.0 | D |
| 35.1 to 50.0 | E |

≥ 50.1

UNSIGNALIZED

TABLE 9-3
NEAR-TERM STREET SEGMENT OPERATIONS (WEEKDAY)

| Street Segment | Classification | Existing Capacity | Existing | | Existing + Project | | | Existing + Project + Cumulative Projects | | | Significant Impact? |
|-----------------------|---------------------------------|----------------------|------------------|------------------|--------------------|---|-----|---|-----|-----|------------------------|
| | | (LOS E) ^a | ADT ^b | LOS ^c | ADT LOS Δ^d | | | ADT | LOS | Δ | Impact. |
| Willow Road | | | | | | | | | | | |
| West of Viejas Casino | 2-lane Rural Light Collector | 16,200 | 8,080 | D | 8,387 | D | 307 | 8,537 | D | 457 | No |
| East of Viejas Casino | 2-lane Rural Light Collector | 16,200 | 2,550 | В | 2,627 | В | 77 | 2,777 | В | 227 | No |

Footnotes:

- a. Capacities based on the County of San Diego Roadway Classification & LOS table (See Appendix C).
- b. Average Daily Traffic
- c. Level of Service
- d. Δ denotes a project-induced increase in the average daily traffic.

Table 9–4
Near-Term Street Segment Operations (Saturday)

| Street Segment | Classification | Existing Capacity | Exi | Existing | | Existing + Project | | | Existing + Project + Cumulative Projects | | |
|-----------------------|---------------------------------|----------------------|------------------|------------------|-----------------------|--------------------|-----|--------|---|-----|-----------------|
| | | (LOS E) ^a | ADT ^b | LOS ^c | ADT LOS Λ^{d} | | | ADT | LOS | Δ | Impact? |
| Willow Road | | | | | | | | | | | |
| West of Viejas Casino | 2-lane Rural Light Collector | 16,200 | 11,760 | E | 12,067 | E | 307 | 12,217 | E | 457 | No ^e |
| East of Viejas Casino | 2-lane Rural Light Collector | 16,200 | 3,320 | В | 3,397 | В | 77 | 3,547 | В | 227 | No |

Footnotes:

- a. Capacities based on the County of San Diego Roadway Classification & LOS table (See Appendix C).
- b. Average Daily Traffic
- c. Level of Service
- d. Δ denotes a project-induced increase in the average daily traffic.
- See Section 9.3.2 for discussion.

10.0 Analysis of Long-Term Scenarios

The following section discusses the street segment operations for the Long-Term scenario. A Supplemental Environmental Impact Report (SEIR) was prepared by RBF Consulting for the proposed Forest Conservation Initiative General Plan Amendment (FCI GPA). The proposed FCI GPA tiers from the current San Diego County General Plan and the General Plan Update Program EIR adopted on August 3, 2011. As part of the FCI GPA, various Community Plan and Subregional Plan Updates, Mobility Element Road Network Changes and San Diego County Zoning Ordinance Amendments were included in the traffic study in order to identify known issues and to ensure proper recommendations.

Table 10–1 summarizes the Long-Term street segment operations. As shown in *Table 10–1*, Willows Road – East and West of Viejas Casino is anticipated to operate at LOS F under the current General Plan Update Mobility Element Reclassification. However, with the implementation of the FCI GPA roadway reclassification, Willows Road – East and West of Viejas Casino is calculated to operate at LOS D.

The project would not be responsible for contributing to the future widening of Willows Road to Prime Arterial standards since the project does not cause a significant impact on Willows Road, the project is a commercial use within a portion of the Reservation designated for commercial uses, and the project is not part of the FCI GPA.

Table 10–1
Long-Term Street Segment Operations

| | Forecast | Exis | ting | | GPU EIR Rec | elassification | 1 | FCI GPA Reclassification | | |
|-----------------------|------------------|--|-------------------------------|------|---|------------------|-----|-----------------------------------|------------------|-----|
| Street Segment | ADT ^a | Classification ^b | Capacity (LOS E) ^b | LOSc | Classification | Capacity (LOS E) | LOS | Classification | Capacity (LOS E) | LOS |
| Willow Road | | | | | | | | | | |
| West of Viejas Casino | 47,736 | 2-lane Light Collector No Median (2.2E) | 16,200 | F | 4-lane Major Road with Intermittent Turn Lanes (4.1B) | 34,200 | F | 6-lane Prime Arterial (6.2) | 57,000 | D |
| East of Viejas Casino | 46,656 | 2-lane Light Collector <i>No Median (2.2E)</i> | 16,200 | F | 2-lane Light Collector No Median (2.2E) | 16,200 | F | 6-lane Prime Arterial (6.2) | 57,000 | D |

Footnotes:

- a. Source: FCI GPA SEIR
- b. Capacities based on the County of San Diego Roadway Classification & LOS table (See Appendix C).
- c. Level of Service

11.0 Access and Other Issues

The following section discusses the project access, pedestrian circulation and a qualitative construction assessment.



11.1 Project Access

Access to the hotel is proposed via an existing driveway on Willows Road, east of the casino. This existing driveway is an all-way stop controlled intersection. Dedicated left-turn and through lanes are currently provided on Willows Road, thereby increasing overall intersection capacity. With the addition of project traffic, this driveway is expected to operate very well and provide adequate access to the project site requiring no modification.

11.2 Pedestrian Circulation

With the proposed hotel on the Viejas property, pedestrian activity will likely increase between the outlet center on the south side and the casino/ hotel on the north. The existing traffic signal on Willows Road fronting the casino includes a pedestrian crosswalk and push buttons. This signalized intersection and the dedicated pedestrian crosswalk would adequately serve the pedestrian interaction between the various uses on-site. No pedestrian circulation issues are identified; therefore, no modification is required.



11.3 Project Construction Review

Construction traffic relates to the traffic generated from construction vehicles, which consist primarily of heavy trucks, smaller construction trucks, and worker vehicles. Construction of the project is expected to begin on June 2014 and be completed by November 2015. The major activities include site work, construction of foundation, building structures and interior design.

The project proposes earthwork of approximately 30,000 cubic yards of fill. The project proposes to utilize the 30,000 cubic yards of soil that is currently available on-site and relocate to an appropriate area on the Viejas reservation.

An additional 120 truck trips are anticipated to remove demolition debris from the project site. This would occur over two or more weeks meaning a maximum of twelve (12) trucks a day would be added to the street system. This amount is less than two trips per hour and the trucks would use East Willows Road. Considering the low traffic volumes on Willows Road east of the casino, no significant traffic related off-site construction impacts are identified.

The duration of the construction traffic would be limited, as would the expected hours of operation. The analysis in *Section 9.0* shows acceptable LOS D or better operations during the PM commuter peak hour at the key study area intersections for both weekday and Saturday. Additionally, the Viejas reservation is proposing that all construction employees and workers be required to use the E. Willows Road interchange to off-load traffic from West Willows Road. Given the above, no construction impacts are anticipated.

It should be noted that construction permits from the County will be required for any work that is done within the County right-of-way; however, no such work is anticipated at this time.

12.0 AREA TRAFFIC IMPROVEMENTS

Viejas has worked with County of San Diego staff and the local community to implement several traffic related improvements in the last few years. The following is a list of those improvements:

- Implemented double yellow striping on West Willows Road.
- Conducted a speed survey on West Willows Road which resulted in an increase in the use of radar detection and enforcement.
- Realigned the West Willows Road/Viejas Grade Road intersection and implemented lighting and guardrails.
- Relocated the bus turnout on West Willows Road.
- Install guardrails along a portion of East Willows Road.
- Require all bus and shuttles oriented to/from the Casino to the use East Willows Road.
- Require all Casino employees to use East Willows Road and implement disciplinary action to those who violate.
- Implemented traffic control procedures during special events that direct the majority of patrons to East Willows Road.

13.0 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

13.1 Roadway Segments

13.1.1 Significant Impacts Prior to Mitigation

Based on the County's significance criteria, no significant direct or cumulative street segment impacts are calculated on a weekday.

While the County's ADT threshold for street segments on a Saturday is expected to be slightly exceeded, a significant impact requiring mitigation on Willows Road – West of the casino is not determined as discussed in *Section 9.3.2*. Hence no mitigation measure is required.

13.2 Intersections

13.2.1 Significant Impacts Prior to Mitigation

Based on the County of San Diego significance criteria, no direct or cumulative intersection impacts were calculated on a weekday or Saturday. Therefore, no mitigation measure is required.

14.0 REFERENCES AND LIST OF PREPARERS AND ORGANIZATIONS CONTACTED

14.1 References

The following references were utilized in preparing this Traffic Impact Study.

- 1. County of San Diego Traffic Needs Assessment of Tribal Development Projects in the San Diego Region, March 2003.
- 2. SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.
- 3. County of San Diego Guidelines for Determining Significance—Transportation and Traffic, dated June 30, 2009.
- 4. County's Public Road Standards, March 3, 2010
- 5. County of San Diego Traffic Report Format & Content Requirements, dated June 30, 2009.
- 6. County of San Diego General Plan Update for Alpine Community
- 7. Highway Capacity Manual (HCM) 2010
- 8. Highway Capacity Manual (HCM) 2000

14.2 List of Preparers

- 1. John Boarman, P.E., Principal—Linscott, Law & Greenspan, Engineers
- 2. Renald Espiritu, Transportation Engineer I—Linscott, Law & Greenspan, Engineers

14.3 Organizations Contacted

1. County of San Diego, Department of Public Works Transportation Division



TECHNICAL APPENDICES VIEJAS HOTEL SOUTH TOWER

San Diego, California February 27, 2014

LLG Ref. 3-14-2309

Linscott, Law & Greenspan, Engineers

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858.300.8800 т
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INTERSECTION AND SEGMENT MANUAL COUNT SHEETS AND GROWTH RATE CALCULATIONS



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

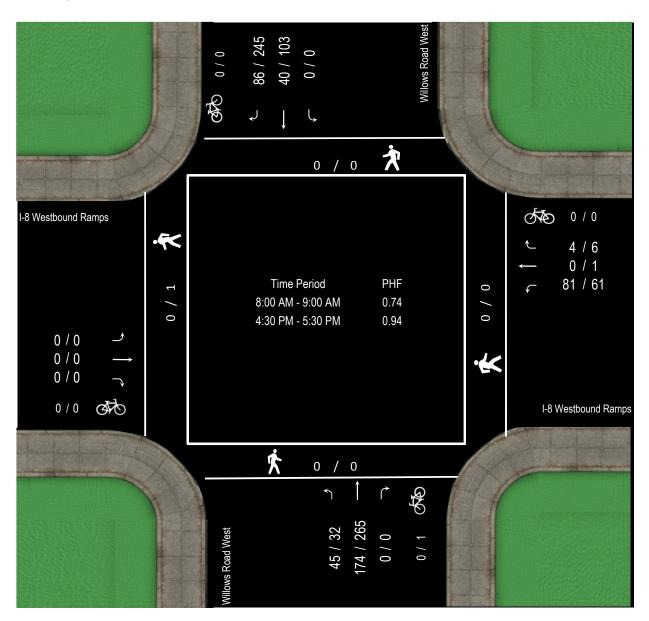


Location: I-8 Westbound Ramps @ Willows Road West

Date of Count: Thursday, October 24, 2013

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: I-8 Westbound Ramps @ Willows Road West

| | AM Period (7:00 AM - 9:00 AM) | | | | | | | | | | | | | |
|---------|-------------------------------|---------|-------|------|----------|-------|------|---------|-------|------|---------|-------|-------|--|
| | S | outhbou | ınd | W | /estbour | nd | N | orthbou | nd | E | astbour | ıd | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL | |
| 7:00 AM | 0 | 10 | 28 | 15 | 0 | 0 | 10 | 23 | 0 | 0 | 0 | 0 | 86 | |
| 7:15 AM | 0 | 8 | 20 | 11 | 0 | 0 | 13 | 26 | 0 | 0 | 0 | 0 | 78 | |
| 7:30 AM | 0 | 7 | 18 | 6 | 0 | 1 | 13 | 32 | 0 | 0 | 0 | 0 | 77 | |
| 7:45 AM | 0 | 12 | 15 | 11 | 0 | 1 | 13 | 65 | 0 | 0 | 0 | 0 | 117 | |
| 8:00 AM | 0 | 5 | 19 | 10 | 0 | 1 | 10 | 41 | 0 | 0 | 0 | 0 | 86 | |
| 8:15 AM | 0 | 9 | 20 | 13 | 0 | 2 | 14 | 26 | 0 | 0 | 0 | 0 | 84 | |
| 8:30 AM | 0 | 17 | 26 | 27 | 0 | 0 | 8 | 37 | 0 | 0 | 0 | 0 | 115 | |
| 8:45 AM | 0 | 9 | 21 | 31 | 0 | 1 | 13 | 70 | 0 | 0 | 0 | 0 | 145 | |
| Total | 0 | 77 | 167 | 124 | 0 | 6 | 94 | 320 | 0 | 0 | 0 | 0 | 788 | |

AM Intersection Peak Hour: 8:00 AM - 9:00 AM Intersection PHF: 0.74

| | So | outhbou | ınd | Westbound | | | N | orthbou | nd | Е | Eastboun | d | TOTAL |
|--------------|-------|---------|-------|-----------|-------|-------|------|---------|-------|-------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | IOIAL |
| Volume | 0 | 40 | 86 | 81 | 0 | 4 | 45 | 174 | 0 | 0 | 0 | 0 | 430 |
| PHF | ##### | 0.59 | 0.83 | 0.65 | ##### | 0.50 | 0.80 | 0.62 | ##### | ##### | ##### | ##### | 0.74 |
| Movement PHF | | 0.73 | | | 0.66 | | | 0.66 | | : | #DIV/0! | ! | 0.74 |

| | PM Period (4:00 PM - 6:00 PM) | | | | | | | | | | | | | |
|---------|-------------------------------|---------|-------|------|----------|-------|------|---------|-------|------|----------|-------|-------|--|
| | S | outhbou | ınd | V | Vestbour | nd | N | orthbou | nd | F | Eastboun | ıd | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL | |
| 4:00 PM | 0 | 14 | 60 | 13 | 0 | 2 | 7 | 61 | 0 | 0 | 0 | 0 | 157 | |
| 4:15 PM | 0 | 19 | 56 | 17 | 0 | 4 | 7 | 58 | 0 | 0 | 0 | 0 | 161 | |
| 4:30 PM | 0 | 27 | 74 | 14 | 0 | 0 | 9 | 65 | 0 | 0 | 0 | 0 | 189 | |
| 4:45 PM | 0 | 26 | 67 | 13 | 1 | 2 | 7 | 63 | 0 | 0 | 0 | 0 | 179 | |
| 5:00 PM | 0 | 25 | 54 | 13 | 0 | 3 | 10 | 67 | 0 | 0 | 0 | 0 | 172 | |
| 5:15 PM | 0 | 25 | 50 | 21 | 0 | 1 | 6 | 70 | 0 | 0 | 0 | 0 | 173 | |
| 5:30 PM | 0 | 23 | 50 | 18 | 0 | 2 | 9 | 76 | 0 | 0 | 0 | 0 | 178 | |
| 5:45 PM | 0 | 15 | 53 | 9 | 0 | 0 | 8 | 77 | 0 | 0 | 0 | 0 | 162 | |
| Total | 0 | 174 | 464 | 118 | 1 | 14 | 63 | 537 | 0 | 0 | 0 | 0 | 1,371 | |

PM Intersection Peak Hour: 4:30 PM - 5:30 PM Intersection PHF: 0.94

| | S | Southbound | | | estbour | nd | Northbound Eastbound | | | | d | TOTAL | |
|--------------|-------|------------|-------|-------|---------|-------|----------------------|-------|-------|-------|---------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 0 | 103 | 245 | 61 | 1 | 6 | 32 | 265 | 0 | 0 | 0 | 0 | 713 |
| PHF | ##### | 0.954 | 0.828 | 0.726 | 0.25 | 0.5 | 0.8 | 0.946 | ##### | ##### | ##### | ##### | 0.94 |
| Movement PHF | | 0.86 | | | 0.77 | | | 0.96 | | | #DIV/0! | | 0.94 |



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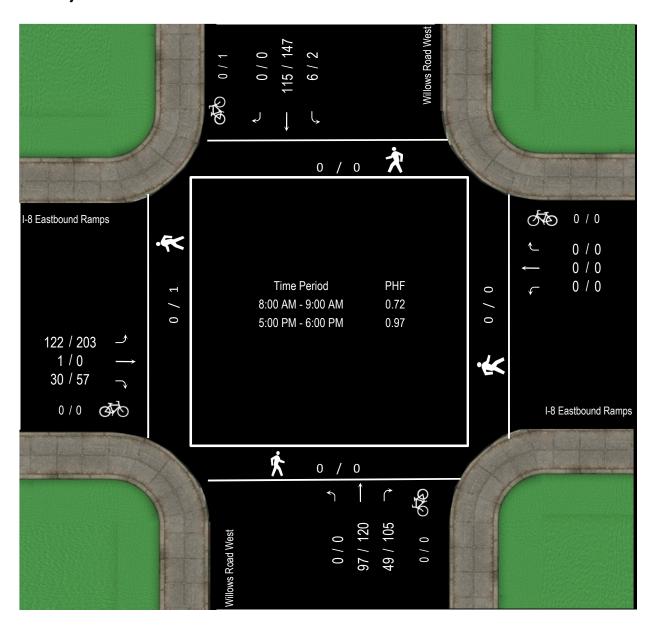


Location: I-8 Eastbound Ramps @ Willows Road West

Date of Count: Thursday, October 24, 2013

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: I-8 Eastbound Ramps @ Willows Road West

| | AM Period (7:00 AM - 9:00 AM) | | | | | | | | | | | | | |
|---------|-------------------------------|---------|-------|------|----------|-------|------|---------|-------|------|---------|-------|-------|--|
| | S | outhbou | ınd | V | /estbour | nd | N | orthbou | nd | E | astboun | ıd | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL | |
| 7:00 AM | 0 | 25 | 0 | 0 | 0 | 0 | 1 | 15 | 10 | 18 | 0 | 4 | 73 | |
| 7:15 AM | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 19 | 10 | 20 | 0 | 6 | 74 | |
| 7:30 AM | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 19 | 15 | 26 | 0 | 8 | 81 | |
| 7:45 AM | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 31 | 3 | 47 | 0 | 7 | 111 | |
| 8:00 AM | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 18 | 15 | 33 | 0 | 4 | 85 | |
| 8:15 AM | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 21 | 9 | 19 | 1 | 4 | 76 | |
| 8:30 AM | 2 | 42 | 0 | 0 | 0 | 0 | 0 | 17 | 13 | 28 | 0 | 11 | 113 | |
| 8:45 AM | 3 | 37 | 0 | 0 | 0 | 0 | 0 | 41 | 12 | 42 | 0 | 11 | 146 | |
| Total | 9 | 192 | 0 | 0 | 0 | 0 | 1 | 181 | 87 | 233 | 1 | 55 | 759 | |

AM Intersection Peak Hour: 8:00 AM - 9:00 AM Intersection PHF: 0.72

| | S | Southbound | | W | /estbour | nd | No | orthbou | nd | E | Eastboun | ıd | TOTAL |
|--------------|------|------------|-------|---------|----------|-------|-------|---------|-------|------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 6 | 115 | 0 | 0 | 0 | 0 | 0 | 97 | 49 | 122 | 1 | 30 | 420 |
| PHF | 0.50 | 0.68 | ##### | ##### | ##### | ##### | ##### | 0.59 | 0.82 | 0.73 | 0.25 | 0.68 | 0.72 |
| Movement PHF | | 0.69 | | #DIV/0! | | | 0.69 | | | 0.72 | | | 0.72 |

| | PM Period (4:00 PM - 6:00 PM) | | | | | | | | | | | | | |
|---------|-------------------------------|---------|-------|------|---------|-------|------|---------|-------|------|----------|-------|-------|--|
| | S | outhbou | ınd | V | Vestbou | nd | N | orthbou | nd | F | Eastbour | nd | | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL | |
| 4:00 PM | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 31 | 26 | 37 | 1 | 18 | 140 | |
| 4:15 PM | 2 | 34 | 0 | 0 | 0 | 0 | 0 | 24 | 25 | 41 | 0 | 23 | 149 | |
| 4:30 PM | 2 | 39 | 0 | 0 | 0 | 0 | 0 | 33 | 29 | 41 | 0 | 16 | 160 | |
| 4:45 PM | 1 | 38 | 0 | 0 | 0 | 0 | 0 | 26 | 22 | 44 | 0 | 24 | 155 | |
| 5:00 PM | 1 | 37 | 0 | 0 | 0 | 0 | 0 | 26 | 23 | 51 | 0 | 13 | 151 | |
| 5:15 PM | 1 | 45 | 0 | 0 | 0 | 0 | 0 | 27 | 24 | 49 | 0 | 18 | 164 | |
| 5:30 PM | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 39 | 24 | 46 | 0 | 11 | 161 | |
| 5:45 PM | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 28 | 34 | 57 | 0 | 15 | 158 | |
| Total | 7 | 285 | 0 | 0 | 0 | 0 | 0 | 234 | 207 | 366 | 1 | 138 | 1,238 | |

PM Intersection Peak Hour: 5:00 PM - 6:00 PM Intersection PHF: 0.97

| | S | Southbound | | | /estbour | nd | No | orthbou | nd | I | Eastbound | | |
|--------------|------|------------|-------|-------|----------|-------|-------|---------|-------|------|-----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 2 | 147 | 0 | 0 | 0 | 0 | 0 | 120 | 105 | 203 | 0 | 57 | 634 |
| PHF | 0.50 | 0.817 | ##### | ##### | ##### | ##### | ##### | 0.769 | 0.772 | 0.89 | ##### | 0.792 | 0.97 |
| Movement PHF | | 0.81 | | | #DIV/0! | ! | | 0.89 | | | 0.90 | | 0.97 |



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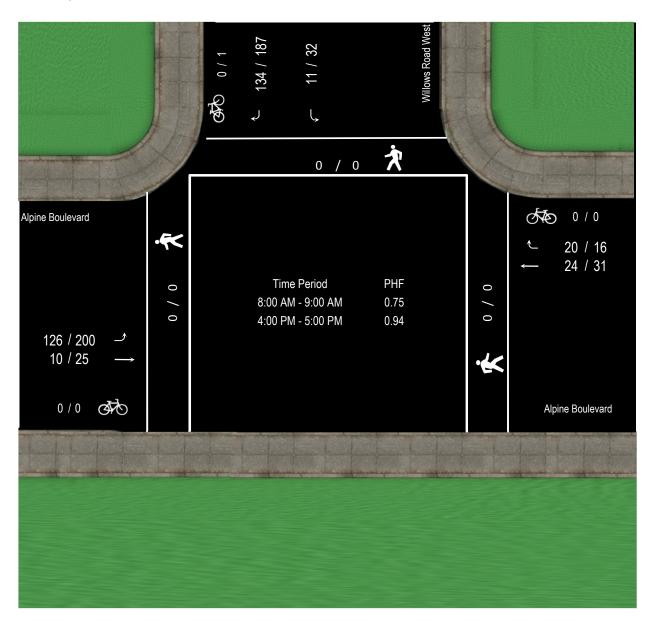


Location: Alpine Boulevard @ Willows Road West

Date of Count: Thursday, October 24, 2013

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Alpine Boulevard @ Willows Road West

| | | | AM Period (| 7:00 AN | Л - 9:00 AM) | | | |
|---------|------|--------|-------------|---------|--------------|------|-----------|-------|
| | Sout | hbound | Westbour | nd | | F | Eastbound | |
| | Left | Right | Thru | Right | | Left | Thru | TOTAL |
| 7:00 AM | 0 | 29 | 3 | 3 | | 23 | 3 | 61 |
| 7:15 AM | 2 | 21 | 6 | 8 | | 21 | 4 | 62 |
| 7:30 AM | 1 | 19 | 2 | 8 | | 26 | 1 | 57 |
| 7:45 AM | 1 | 29 | 7 | 4 | | 30 | 0 | 71 |
| 8:00 AM | 1 | 18 | 6 | 2 | | 31 | 3 | 61 |
| 8:15 AM | 1 | 24 | 9 | 6 | | 24 | 2 | 66 |
| 8:30 AM | 6 | 47 | 5 | 2 | | 28 | 2 | 90 |
| 8:45 AM | 3 | 45 | 4 | 10 | | 43 | 3 | 108 |
| Total | 15 | 232 | 42 | 43 | | 226 | 18 | 576 |

AM Intersection Peak Hour: 8:00 AM - 9:00 AM Intersection PHF: 0.75

| | Southbound | | Westbour | nd | H | Eastbound | TOTAL |
|--------------|------------|-------|----------|-------|------|-----------|-------|
| | Left | Right | Thru | Right | Left | Thru | TOTAL |
| Volume | 11 | 134 | 24 | 20 | 126 | 10 | 325 |
| PHF | 0.46 | 0.71 | 0.67 | 0.50 | 0.73 | 0.83 | 0.75 |
| Movement PHF | 0. | .68 | 0.73 | | | 0.74 | 0.75 |

| | | | PM Period (| 4:00 PN | Л - 6:00 PM) | | | |
|---------|------|--------|-------------|---------|--------------|------|-----------|-------|
| | Sout | hbound | Westbour | nd | | F | Eastbound | |
| | Left | Right | Thru | Right | | Left | Thru | TOTAL |
| 4:00 PM | 7 | 38 | 9 | 4 | | 53 | 2 | 113 |
| 4:15 PM | 5 | 52 | 7 | 6 | | 43 | 10 | 123 |
| 4:30 PM | 9 | 46 | 6 | 2 | | 60 | 7 | 130 |
| 4:45 PM | 11 | 51 | 9 | 4 | | 44 | 6 | 125 |
| 5:00 PM | 8 | 42 | 5 | 4 | | 45 | 6 | 110 |
| 5:15 PM | 7 | 56 | 2 | 4 | | 47 | 8 | 124 |
| 5:30 PM | 2 | 50 | 9 | 2 | | 61 | 6 | 130 |
| 5:45 PM | 4 | 35 | 5 | 6 | | 56 | 12 | 118 |
| Total | 53 | 370 | 52 | 32 | | 409 | 57 | 973 |

PM Intersection Peak Hour: 4:00 PM - 5:00 PM Intersection PHF: 0.94

| | Sou | ıthbound | Westbour | nd | F | Eastbound | TOTAL |
|--------------|------|----------|----------|-------|-------|-----------|-------|
| | Left | Right | Thru | Right | Left | Thru | TOTAL |
| Volume | 32 | 187 | 31 | 16 | 200 | 25 | 491 |
| PHF | 0.73 | 0.899 | 0.861 | 0.667 | 0.833 | 0.625 | 0.94 |
| Movement PHF | | 0.88 | 0.90 | | | 0.84 | 0.94 |



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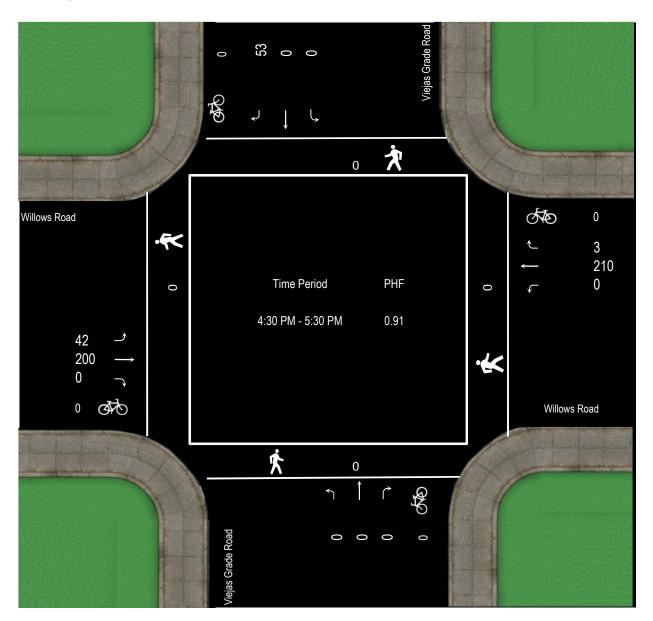


Location: Willows Road @ Viejas Grade Road

Date of Count: Tuesday, January 28, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Willows Road @ Viejas Grade Road

| | | | | PM F | Period (| 4:00 PN | Л - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|----------|---------|-------|------|----------|-------|-------|
| | S | outhbou | ınd | W | /estboui | nd | N | orthbou | nd | E | Eastbour | nd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 1 | 0 | 18 | 0 | 59 | 2 | 0 | 0 | 0 | 4 | 55 | 0 | 139 |
| 4:15 PM | 0 | 0 | 6 | 0 | 59 | 0 | 0 | 0 | 0 | 6 | 45 | 0 | 116 |
| 4:30 PM | 0 | 0 | 11 | 0 | 52 | 0 | 0 | 0 | 0 | 18 | 50 | 0 | 131 |
| 4:45 PM | 0 | 0 | 7 | 0 | 46 | 0 | 0 | 0 | 0 | 8 | 46 | 0 | 107 |
| 5:00 PM | 0 | 0 | 23 | 0 | 47 | 1 | 0 | 0 | 0 | 8 | 51 | 0 | 130 |
| 5:15 PM | 0 | 0 | 12 | 0 | 65 | 2 | 0 | 0 | 0 | 8 | 53 | 0 | 140 |
| 5:30 PM | 1 | 0 | 3 | 0 | 42 | 1 | 0 | 0 | 0 | 7 | 43 | 0 | 97 |
| 5:45 PM | 0 | 0 | 7 | 0 | 38 | 1 | 0 | 0 | 0 | 4 | 47 | 0 | 97 |
| Total | 2 | 0 | 87 | 0 | 408 | 7 | 0 | 0 | 0 | 63 | 390 | 0 | 957 |

PM Intersection Peak Hour:

4:30 PM - 5:30 PM

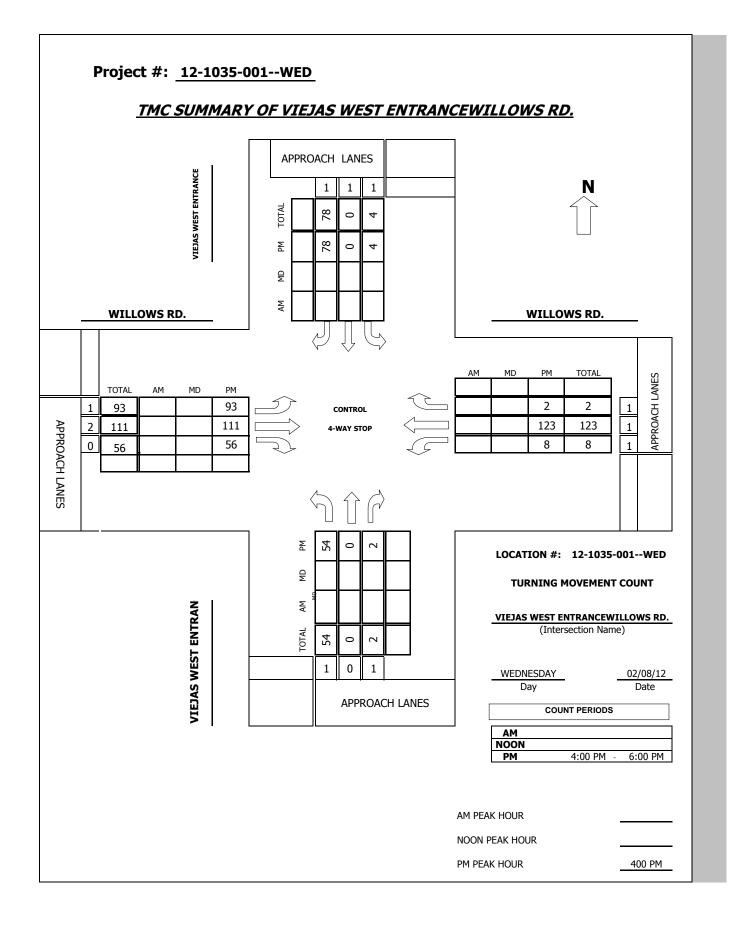
Intersection PHF:

0.91

| | S | outhbou | ınd | W | estbour | nd | N | orthbou | nd | E | astboun | ıd | TOTAL |
|--------------|-------|---------|-------|-------|---------|-------|-------|------------------|-------|-------|---------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 0 | 0 | 53 | 0 | 210 | 3 | 0 | 0 | 0 | 42 | 200 | 0 | 508 |
| PHF | ##### | ##### | 0.576 | ##### | 0.808 | 0.375 | ##### | ##### | ##### | 0.583 | 0.943 | ##### | 0.91 |
| Movement PHF | | 0.58 | | | 0.79 | | • | # DIV /0! | | | 0.89 | | 0.91 |

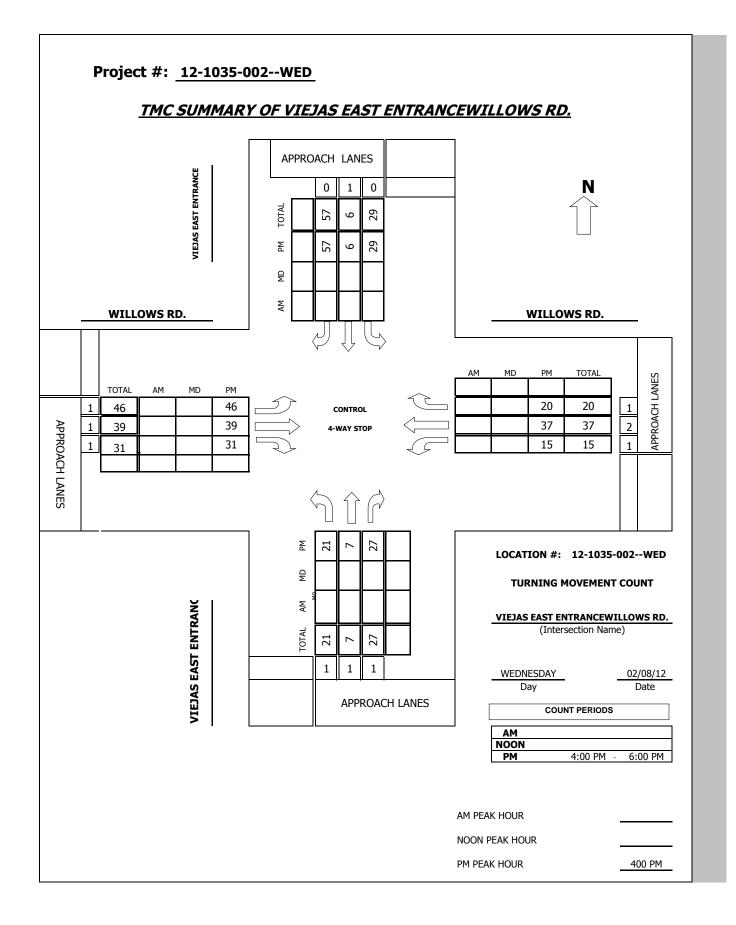
Intersection Turning Movement Prepared by:





Intersection Turning Movement Prepared by:







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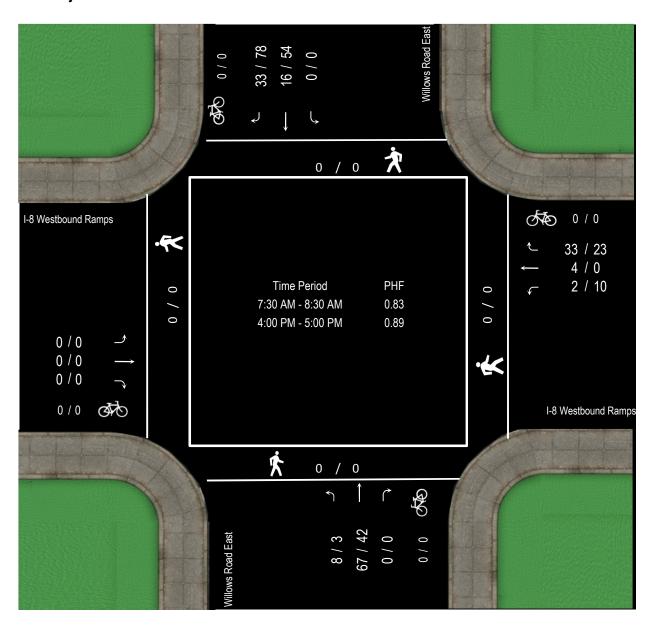


Location: I-8 Westbound Ramps @ Willows Road East

Date of Count: Thursday, October 24, 2013

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: I-8 Westbound Ramps @ Willows Road East

| | | | | AM F | Period (| 7:00 AN | /I - 9:00 | AM) | | | | | |
|---------|------|---------|-------|------|----------|---------|-----------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | Vestbour | nd | N | orthbou | nd | E | astboun | nd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 7:00 AM | 0 | 3 | 9 | 2 | 0 | 2 | 1 | 13 | 0 | 0 | 0 | 0 | 30 |
| 7:15 AM | 0 | 3 | 3 | 0 | 0 | 1 | 2 | 16 | 0 | 0 | 0 | 0 | 25 |
| 7:30 AM | 0 | 0 | 6 | 0 | 0 | 11 | 1 | 22 | 0 | 0 | 0 | 0 | 40 |
| 7:45 AM | 0 | 2 | 7 | 1 | 2 | 9 | 3 | 25 | 0 | 0 | 0 | 0 | 49 |
| 8:00 AM | 0 | 9 | 10 | 1 | 2 | 6 | 2 | 7 | 0 | 0 | 0 | 0 | 37 |
| 8:15 AM | 0 | 5 | 10 | 0 | 0 | 7 | 2 | 13 | 0 | 0 | 0 | 0 | 37 |
| 8:30 AM | 0 | 3 | 8 | 1 | 0 | 6 | 1 | 19 | 0 | 0 | 0 | 0 | 38 |
| 8:45 AM | 0 | 3 | 5 | 3 | 0 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 36 |
| Total | 0 | 28 | 58 | 8 | 4 | 45 | 12 | 137 | 0 | 0 | 0 | 0 | 292 |

AM Intersection Peak Hour: 7:30 AM - 8:30 AM Intersection PHF: 0.83

| | So | outhbou | ınd | W | /estbour | nd | N | orthbou | nd | E | Eastboun | d | TOTAL |
|--------------|-------|---------|-------|------|----------|-------|------|---------|-------|-------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | IOIAL |
| Volume | 0 | 16 | 33 | 2 | 4 | 33 | 8 | 67 | 0 | 0 | 0 | 0 | 163 |
| PHF | ##### | 0.44 | 0.83 | 0.50 | 0.50 | 0.75 | 0.67 | 0.67 | ##### | ##### | ##### | ##### | 0.83 |
| Movement PHF | | 0.64 | | | 0.81 | | | 0.67 | | : | #DIV/0! | | 0.83 |

| | | | | PM I | Period (| 4:00 PN | /I - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|-----------|---------|-------|------|----------|-------|-------|
| | S | outhbou | ınd | V | Vestbou | nd | N | orthbou | nd | F | Eastbour | ıd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 0 | 18 | 25 | 3 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 59 |
| 4:15 PM | 0 | 15 | 26 | 2 | 0 | 5 | 1 | 10 | 0 | 0 | 0 | 0 | 59 |
| 4:30 PM | 0 | 13 | 15 | 1 | 0 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 46 |
| 4:45 PM | 0 | 8 | 12 | 4 | 0 | 6 | 2 | 14 | 0 | 0 | 0 | 0 | 46 |
| 5:00 PM | 0 | 7 | 26 | 0 | 0 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 54 |
| 5:15 PM | 0 | 10 | 20 | 0 | 1 | 8 | 1 | 16 | 0 | 0 | 0 | 0 | 56 |
| 5:30 PM | 0 | 9 | 10 | 1 | 0 | 8 | 1 | 22 | 0 | 0 | 0 | 0 | 51 |
| 5:45 PM | 0 | 8 | 10 | 1 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 32 |
| Total | 0 | 88 | 144 | 12 | 1 | 53 | 5 | 100 | 0 | 0 | 0 | 0 | 403 |

PM Intersection Peak Hour: 4:00 PM - 5:00 PM Intersection PHF: 0.89

| | So | outhbou | ınd | V | Vestbour | ıd | No | orthbou | nd | E | astboun | d | TOTAL |
|--------------|-------|---------|-------|-------|----------|-------|-------|---------|-------|-------|---------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 0 | 54 | 78 | 10 | 0 | 23 | 3 | 42 | 0 | 0 | 0 | 0 | 210 |
| PHF | ##### | 0.75 | 0.75 | 0.625 | ##### | 0.719 | 0.375 | 0.75 | ##### | ##### | ##### | ##### | 0.89 |
| Movement PHF | | 0.77 | | | 0.83 | | | 0.70 | | | #DIV/0! | | 0.89 |



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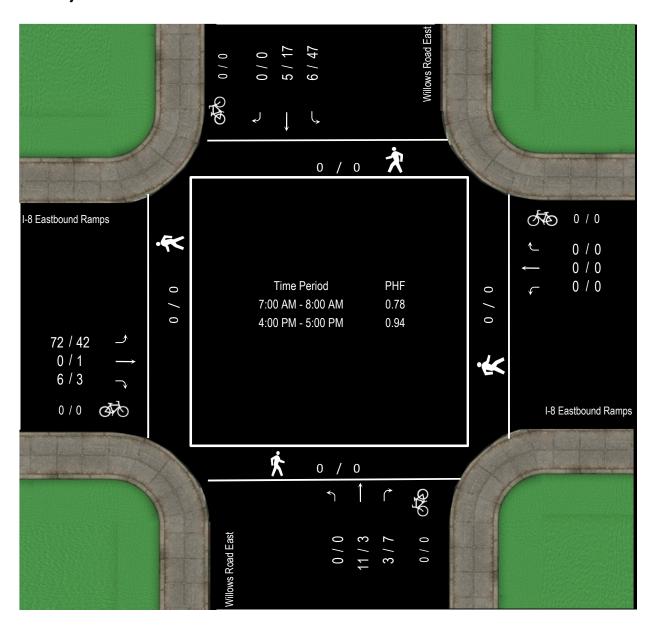


Location: I-8 Eastbound Ramps @ Willows Road East

Date of Count: Thursday, October 24, 2013

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: I-8 Eastbound Ramps @ Willows Road East

| | | | | AM F | Period (| 7:00 AN | /I - 9:00 | AM) | | | | | |
|---------|------|---------|-------|------|----------|---------|-----------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | /estbour | nd | N | orthbou | nd | E | astboun | ıd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 7:00 AM | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 11 | 0 | 2 | 23 |
| 7:15 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 15 | 0 | 1 | 23 |
| 7:30 AM | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 21 | 0 | 1 | 24 |
| 7:45 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 25 | 0 | 2 | 33 |
| 8:00 AM | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 19 |
| 8:15 AM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 13 | 0 | 0 | 21 |
| 8:30 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 18 | 0 | 1 | 26 |
| 8:45 AM | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 21 | 0 | 0 | 30 |
| Total | 20 | 16 | 0 | 0 | 0 | 0 | 0 | 18 | 7 | 131 | 0 | 7 | 199 |

AM Intersection Peak Hour: 7:00 AM - 8:00 AM Intersection PHF: 0.78

| | S | outhbou | ınd | V | /estbour | nd | No | orthbou | nd | I | Eastboun | d | TOTAL |
|--------------|------|---------|-------|-------|----------|-------|-------|---------|-------|------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 72 | 0 | 6 | 103 |
| PHF | 0.75 | 0.31 | ##### | ##### | ##### | ##### | ##### | 0.92 | 0.38 | 0.72 | ##### | 0.75 | 0.78 |
| Movement PHF | | 0.55 | | ; | #DIV/0! | | | 0.70 | | | 0.72 | | 0.78 |

| | | | | PM I | Period (| 4:00 PN | / 1 - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|-------------------|---------|-------|------|----------|-------|-------|
| | S | outhbou | ınd | V | Vestbour | nd | N | orthbou | nd | F | Eastboun | ıd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 31 |
| 4:15 PM | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 1 | 32 |
| 4:30 PM | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 0 | 0 | 25 |
| 4:45 PM | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 14 | 1 | 2 | 32 |
| 5:00 PM | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 1 | 19 |
| 5:15 PM | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 14 | 0 | 1 | 29 |
| 5:30 PM | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 21 | 0 | 2 | 39 |
| 5:45 PM | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 0 | 1 | 20 |
| Total | 76 | 24 | 0 | 0 | 0 | 0 | 0 | 11 | 13 | 94 | 1 | 8 | 227 |

PM Intersection Peak Hour: 4:00 PM - 5:00 PM Intersection PHF: 0.94

| | S | outhbou | und | V | /estbour | nd | No | orthbou | nd | I | Eastbour | ıd | TOTAL |
|--------------|------|---------|-------|-------|----------|-------|-------|---------|-------|------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 47 | 17 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 42 | 1 | 3 | 120 |
| PHF | 0.73 | 0.85 | ##### | ##### | ##### | ##### | ##### | 0.375 | 0.583 | 0.75 | 0.25 | 0.375 | 0.94 |
| Movement PHF | | 0.76 | | | #DIV/0 | ! | | 0.83 | | | 0.68 | | 0.94 |



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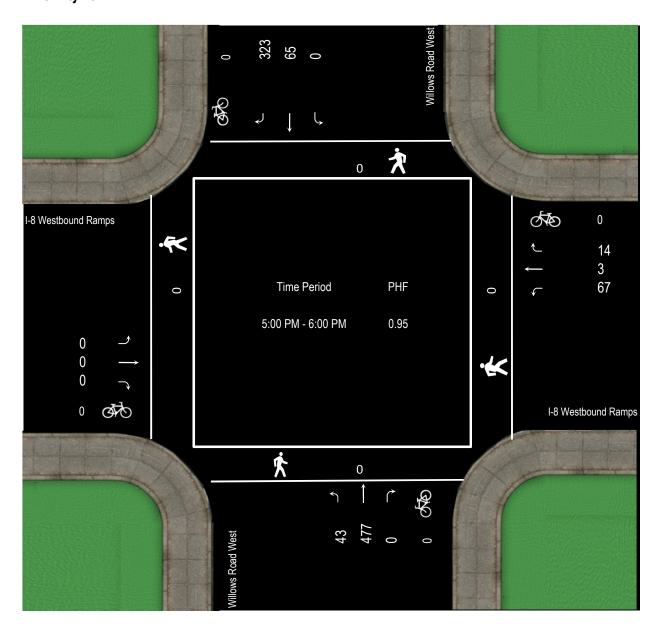


Location: I-8 Westbound Ramps @ Willows Road West

Date of Count: Saturday, January 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: I-8 Westbound Ramps @ Willows Road West

| | | | | PM F | Period (| 4:00 PN | Л - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|----------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | /estboui | nd | N | orthbou | nd | E | astbour | nd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 0 | 32 | 74 | 9 | 0 | 3 | 6 | 89 | 0 | 0 | 0 | 0 | 213 |
| 4:15 PM | 0 | 21 | 72 | 20 | 1 | 3 | 5 | 94 | 0 | 0 | 0 | 0 | 216 |
| 4:30 PM | 0 | 26 | 87 | 13 | 0 | 3 | 9 | 116 | 0 | 0 | 0 | 0 | 254 |
| 4:45 PM | 0 | 11 | 66 | 17 | 0 | 1 | 6 | 126 | 0 | 0 | 0 | 0 | 227 |
| 5:00 PM | 0 | 22 | 89 | 20 | 1 | 1 | 13 | 101 | 0 | 0 | 0 | 0 | 247 |
| 5:15 PM | 0 | 23 | 87 | 18 | 2 | 3 | 12 | 115 | 0 | 0 | 0 | 0 | 260 |
| 5:30 PM | 0 | 11 | 84 | 11 | 0 | 5 | 11 | 121 | 0 | 0 | 0 | 0 | 243 |
| 5:45 PM | 0 | 9 | 63 | 18 | 0 | 5 | 7 | 140 | 0 | 0 | 0 | 0 | 242 |
| Total | 0 | 155 | 622 | 126 | 4 | 24 | 69 | 902 | 0 | 0 | 0 | 0 | 1,902 |

PM Intersection Peak Hour:

5:00 PM - 6:00 PM

Intersection PHF:

0.95

| | S | outhbou | ınd | W | /estbour | ıd | N | orthbou | nd | Ŀ | Eastboun | d | TOTAL |
|--------------|-------|---------|-------|-------|----------|-------|-------|---------|-------|-------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 0 | 65 | 323 | 67 | 3 | 14 | 43 | 477 | 0 | 0 | 0 | 0 | 992 |
| PHF | ##### | 0.707 | 0.907 | 0.838 | 0.375 | 0.7 | 0.827 | 0.852 | ##### | ##### | ##### | ##### | 0.95 |
| Movement PHF | | 0.87 | | | 0.91 | | | 0.88 | | | #DIV/0! | ! | 0.95 |



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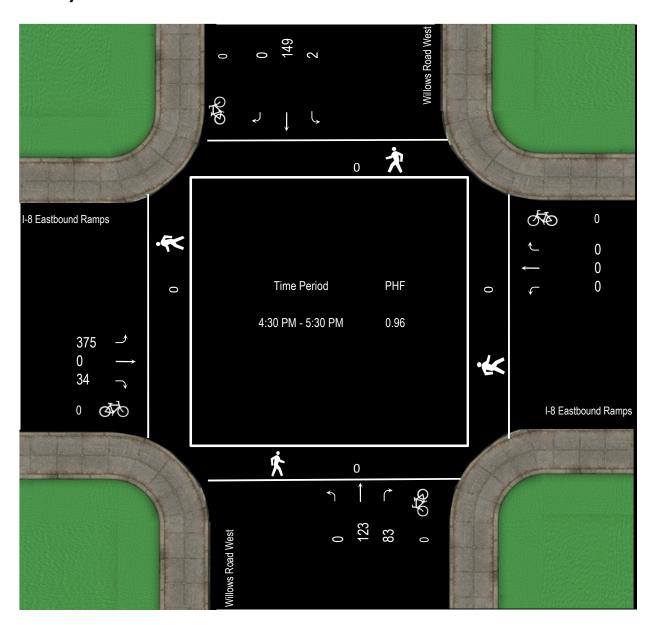


Location: I-8 Eastbound Ramps @ Willows Road West

Date of Count: Saturday, January 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: I-8 Eastbound Ramps @ Willows Road West

| | | | | PM F | Period (| 4:00 PN | Л - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|----------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | /estbour | nd | N | orthbou | nd | Е | astbour | ıd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 21 | 9 | 74 | 0 | 13 | 158 |
| 4:15 PM | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 12 | 16 | 87 | 0 | 16 | 171 |
| 4:30 PM | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 34 | 29 | 91 | 0 | 6 | 200 |
| 4:45 PM | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 29 | 24 | 103 | 0 | 11 | 194 |
| 5:00 PM | 2 | 40 | 0 | 0 | 0 | 0 | 0 | 30 | 15 | 84 | 0 | 10 | 181 |
| 5:15 PM | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 30 | 15 | 97 | 0 | 7 | 191 |
| 5:30 PM | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 27 | 16 | 105 | 0 | 10 | 182 |
| 5:45 PM | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 26 | 19 | 121 | 0 | 5 | 197 |
| Total | 4 | 278 | 0 | 0 | 0 | 0 | 0 | 209 | 143 | 762 | 0 | 78 | 1,474 |

PM Intersection Peak Hour:

4:30 PM - 5:30 PM

Intersection PHF:

0.96

| | S | Southbou | ınd | V | /estbour | nd | No | orthbou | nd | 1 | Eastboun | d | TOTAL |
|--------------|------|----------|-------|-------|----------|-------|-------|---------|-------|------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 2 | 149 | 0 | 0 | 0 | 0 | 0 | 123 | 83 | 375 | 0 | 34 | 766 |
| PHF | 0.25 | 0.887 | ##### | ##### | ##### | ##### | ##### | 0.904 | 0.716 | 0.91 | ##### | 0.773 | 0.96 |
| Movement PHF | | 0.90 | | *** | #DIV/0! | ! | | 0.82 | | | 0.90 | | 0.96 |



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

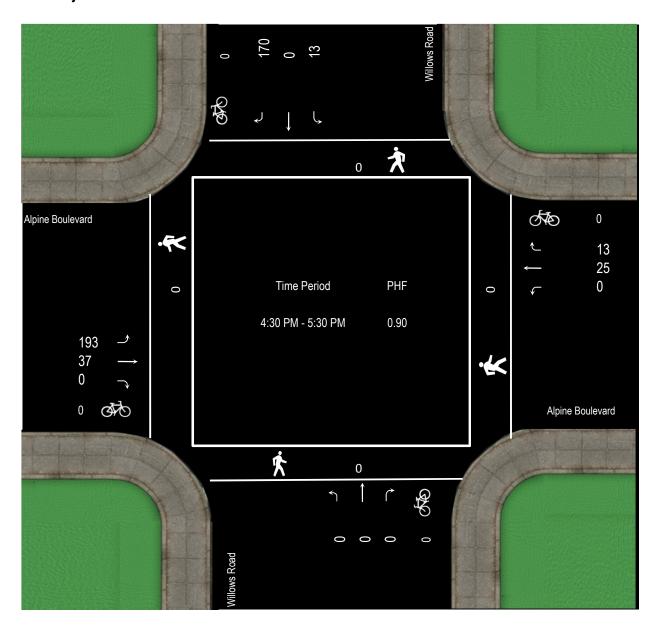


Location: Alpine Boulevard @ Willows Road

Date of Count: Saturday, January 25, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Alpine Boulevard @ Willows Road

| | | | | PM F | Period (| 4:00 PN | Л - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|----------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | /estbour | nd | N | orthbou | nd | E | astboun | ıd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 7 | 0 | 46 | 0 | 5 | 1 | 0 | 0 | 0 | 29 | 7 | 0 | 95 |
| 4:15 PM | 8 | 0 | 48 | 0 | 13 | 2 | 0 | 0 | 0 | 26 | 7 | 0 | 104 |
| 4:30 PM | 2 | 0 | 44 | 0 | 6 | 3 | 0 | 0 | 0 | 60 | 10 | 0 | 125 |
| 4:45 PM | 5 | 0 | 33 | 0 | 3 | 1 | 0 | 0 | 0 | 52 | 7 | 0 | 101 |
| 5:00 PM | 5 | 0 | 45 | 0 | 10 | 3 | 0 | 0 | 0 | 42 | 11 | 0 | 116 |
| 5:15 PM | 1 | 0 | 48 | 0 | 6 | 6 | 0 | 0 | 0 | 39 | 9 | 0 | 109 |
| 5:30 PM | 6 | 0 | 28 | 0 | 5 | 0 | 0 | 0 | 0 | 43 | 9 | 0 | 91 |
| 5:45 PM | 4 | 0 | 26 | 0 | 5 | 1 | 0 | 0 | 0 | 44 | 8 | 0 | 88 |
| Total | 38 | 0 | 318 | 0 | 53 | 17 | 0 | 0 | 0 | 335 | 68 | 0 | 829 |

PM Intersection Peak Hour:

4:30 PM - 5:30 PM

Intersection PHF:

0.90

| | S | Southbou | nd | W | estbour | nd | N | orthbou | nd | E | Eastbour | ıd | TOTAL |
|--------------|------|----------|-------|-------|---------|-------|-------|---------|-------|-------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 13 | 0 | 170 | 0 | 25 | 13 | 0 | 0 | 0 | 193 | 37 | 0 | 451 |
| PHF | 0.65 | ##### | 0.885 | ##### | 0.625 | 0.542 | ##### | ##### | ##### | 0.804 | 0.841 | ##### | 0.90 |
| Movement PHF | | 0.92 | | | 0.73 | | *** | #DIV/0! | | | 0.82 | | 0.90 |



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

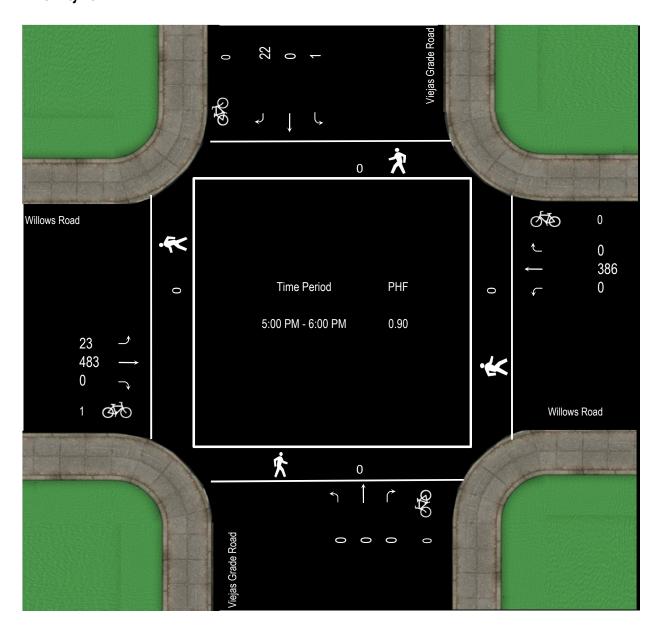


Location: Willows Road @ Viejas Grade Road

Date of Count: Saturday, February 22, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Willows Road @ Viejas Grade Road

| | | | | PM F | Period (| 4:00 PN | Л - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|----------|---------|-------|------|----------|-------|-------|
| | S | outhbou | ınd | W | /estbour | nd | N | orthbou | nd | E | Eastbour | nd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 0 | 0 | 4 | 0 | 100 | 1 | 0 | 0 | 0 | 11 | 101 | 0 | 217 |
| 4:15 PM | 1 | 0 | 9 | 0 | 92 | 0 | 0 | 0 | 0 | 1 | 103 | 0 | 206 |
| 4:30 PM | 0 | 0 | 7 | 0 | 89 | 0 | 0 | 0 | 0 | 6 | 110 | 0 | 212 |
| 4:45 PM | 0 | 0 | 3 | 0 | 94 | 1 | 0 | 0 | 0 | 9 | 130 | 0 | 237 |
| 5:00 PM | 1 | 0 | 2 | 0 | 115 | 0 | 0 | 0 | 0 | 5 | 106 | 0 | 229 |
| 5:15 PM | 0 | 0 | 6 | 0 | 74 | 0 | 0 | 0 | 0 | 4 | 110 | 0 | 194 |
| 5:30 PM | 0 | 0 | 8 | 0 | 113 | 0 | 0 | 0 | 0 | 5 | 128 | 0 | 254 |
| 5:45 PM | 0 | 0 | 6 | 0 | 84 | 0 | 0 | 0 | 0 | 9 | 139 | 0 | 238 |
| Total | 2 | 0 | 45 | 0 | 761 | 2 | 0 | 0 | 0 | 50 | 927 | 0 | 1,787 |

PM Intersection Peak Hour:

5:00 PM - 6:00 PM

Intersection PHF:

0.90

| | 5 | Southbou | ınd | W | estbou | nd | N | orthbou | nd | E | Eastbour | nd | TOTAL |
|--------------|------|----------|-------|-------|--------|-------|-------|---------|-------|-------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 1 | 0 | 22 | 0 | 386 | 0 | 0 | 0 | 0 | 23 | 483 | 0 | 915 |
| PHF | 0.25 | ##### | 0.688 | ##### | 0.839 | ##### | ##### | ##### | ##### | 0.639 | 0.869 | ##### | 0.90 |
| Movement PHF | | 0.72 | | | 0.84 | | : | #DIV/0! | ! | | 0.85 | | 0.90 |



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

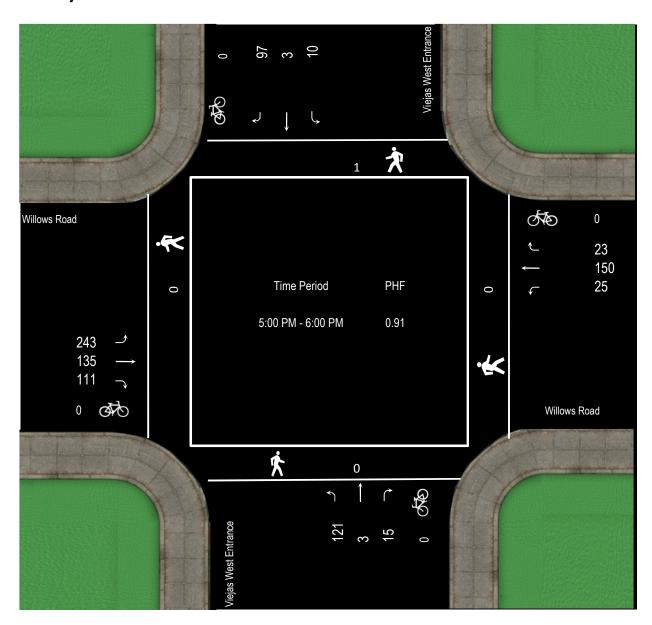


Location: Willows Road @ Viejas West Entrance

Date of Count: Saturday, February 22, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Willows Road @ Viejas West Entrance

| | | | | PM F | Period (| 4:00 PN | Л - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|----------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | Vestbour | nd | N | orthbou | nd | E | astbour | nd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 5 | 1 | 12 | 10 | 40 | 5 | 29 | 0 | 3 | 32 | 25 | 25 | 187 |
| 4:15 PM | 2 | 2 | 22 | 5 | 39 | 6 | 30 | 1 | 3 | 52 | 24 | 30 | 216 |
| 4:30 PM | 3 | 0 | 18 | 4 | 36 | 4 | 33 | 4 | 5 | 44 | 41 | 37 | 229 |
| 4:45 PM | 2 | 1 | 14 | 7 | 44 | 2 | 37 | 1 | 3 | 55 | 44 | 26 | 236 |
| 5:00 PM | 1 | 2 | 29 | 5 | 48 | 8 | 34 | 0 | 5 | 46 | 30 | 28 | 236 |
| 5:15 PM | 2 | 1 | 24 | 8 | 28 | 4 | 21 | 1 | 1 | 50 | 34 | 27 | 201 |
| 5:30 PM | 4 | 0 | 24 | 6 | 41 | 5 | 42 | 1 | 3 | 68 | 34 | 28 | 256 |
| 5:45 PM | 3 | 0 | 20 | 6 | 33 | 6 | 24 | 1 | 6 | 79 | 37 | 28 | 243 |
| Total | 22 | 7 | 163 | 51 | 309 | 40 | 250 | 9 | 29 | 426 | 269 | 229 | 1,804 |

PM Intersection Peak Hour:

5:00 PM - 6:00 PM

Intersection PHF:

0.91

| | S | Southbou | ınd | V | Vestboui | nd | N | orthbou | nd | E | Eastbour | ıd | TOTAL |
|--------------|------|----------|-------|-------|----------|-------|------|---------|-------|-------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 10 | 3 | 97 | 25 | 150 | 23 | 121 | 3 | 15 | 243 | 135 | 111 | 936 |
| PHF | 0.63 | 0.375 | 0.836 | 0.781 | 0.781 | 0.719 | 0.72 | 0.75 | 0.625 | 0.769 | 0.912 | 0.991 | 0.91 |
| Movement PHF | | 0.86 | | | 0.81 | | | 0.76 | | | 0.85 | | 0.91 |



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

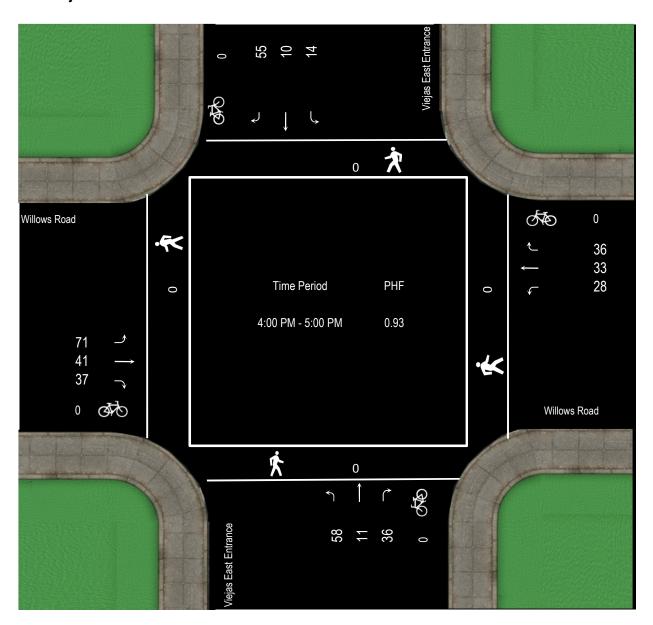


Location: Willows Road @ Viejas East Entrance

Date of Count: Saturday, February 22, 2014

Analysts: LV/CD

Weather: Sunny





Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Willows Road @ Viejas East Entrance

| | | | | PM F | Period (| 4:00 PN | Л - 6:00 | PM) | | | | | |
|---------|------|---------|-------|------|----------|---------|----------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | /estbour | nd | N | orthbou | nd | E | astbour | nd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 3 | 2 | 20 | 10 | 5 | 5 | 17 | 3 | 12 | 11 | 11 | 16 | 115 |
| 4:15 PM | 5 | 4 | 9 | 6 | 11 | 5 | 14 | 3 | 7 | 14 | 9 | 5 | 92 |
| 4:30 PM | 3 | 2 | 12 | 7 | 11 | 13 | 9 | 3 | 11 | 22 | 10 | 8 | 111 |
| 4:45 PM | 3 | 2 | 14 | 5 | 6 | 13 | 18 | 2 | 6 | 24 | 11 | 8 | 112 |
| 5:00 PM | 5 | 4 | 7 | 6 | 7 | 8 | 17 | 3 | 11 | 21 | 7 | 7 | 103 |
| 5:15 PM | 4 | 3 | 8 | 4 | 10 | 6 | 5 | 2 | 8 | 15 | 11 | 8 | 84 |
| 5:30 PM | 4 | 0 | 18 | 9 | 13 | 8 | 10 | 1 | 13 | 22 | 10 | 5 | 113 |
| 5:45 PM | 4 | 1 | 15 | 1 | 4 | 7 | 5 | 6 | 3 | 22 | 6 | 7 | 81 |
| Total | 31 | 18 | 103 | 48 | 67 | 65 | 95 | 23 | 71 | 151 | 75 | 64 | 811 |

PM Intersection Peak Hour:

4:00 PM - 5:00 PM

Intersection PHF:

0.93

| | S | Southbou | ınd | V | /estboui | nd | N | orthbou | nd | H | Eastboun | d | TOTAL |
|--------------|------|----------|-------|------|----------|-------|-------|---------|-------|------|----------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 14 | 10 | 55 | 28 | 33 | 36 | 58 | 11 | 36 | 71 | 41 | 37 | 430 |
| PHF | 0.70 | 0.625 | 0.688 | 0.7 | 0.75 | 0.692 | 0.806 | 0.917 | 0.75 | 0.74 | 0.932 | 0.578 | 0.93 |
| Movement PHF | | 0.79 | | | 0.78 | | | 0.82 | | | 0.87 | | 0.93 |



Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136

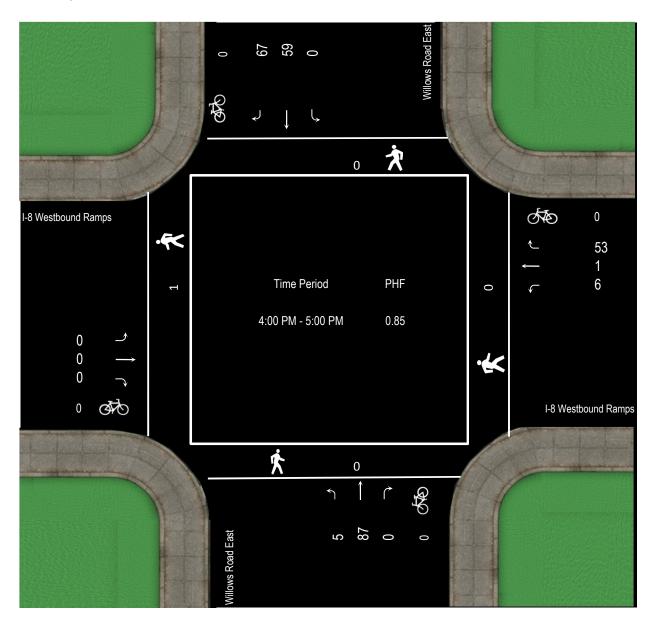


Location: I-8 Westbound Ramps @ Willows Road East

Date of Count: Saturday, January 25, 2014

Analysts: LV/CD

Weather: Sunny





Vehicular Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: I-8 Westbound Ramps @ Willows Road East

| | PM Period (4:00 PM - 6:00 PM) | | | | | | | | | | | | |
|---------|-------------------------------|---------|-------|------|----------|-------|------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | /estboui | nd | N | orthbou | nd | E | astbour | ıd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 0 | 17 | 21 | 4 | 0 | 17 | 2 | 21 | 0 | 0 | 0 | 0 | 82 |
| 4:15 PM | 0 | 19 | 27 | 1 | 0 | 13 | 0 | 20 | 0 | 0 | 0 | 0 | 80 |
| 4:30 PM | 0 | 13 | 10 | 0 | 0 | 11 | 3 | 25 | 0 | 0 | 0 | 0 | 62 |
| 4:45 PM | 0 | 10 | 9 | 1 | 1 | 12 | 0 | 21 | 0 | 0 | 0 | 0 | 54 |
| 5:00 PM | 0 | 8 | 16 | 3 | 0 | 10 | 1 | 13 | 0 | 0 | 0 | 0 | 51 |
| 5:15 PM | 0 | 10 | 11 | 1 | 0 | 3 | 3 | 27 | 0 | 0 | 0 | 0 | 55 |
| 5:30 PM | 0 | 19 | 13 | 3 | 0 | 9 | 2 | 28 | 0 | 0 | 0 | 0 | 74 |
| 5:45 PM | 0 | 10 | 8 | 0 | 0 | 10 | 1 | 15 | 0 | 0 | 0 | 0 | 44 |
| Total | 0 | 106 | 115 | 13 | 1 | 85 | 12 | 170 | 0 | 0 | 0 | 0 | 502 |

PM Intersection Peak Hour:

4:00 PM - 5:00 PM

Intersection PHF:

0.85

| | S | Southbound | | Westbound | | Northbound | | | Eastbound | | | TOTAL | |
|--------------|-------|------------|-------|-----------|------|------------|-------|------|-----------|-------|---------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 0 | 59 | 67 | 6 | 1 | 53 | 5 | 87 | 0 | 0 | 0 | 0 | 278 |
| PHF | ##### | 0.776 | 0.62 | 0.375 | 0.25 | 0.779 | 0.417 | 0.87 | ##### | ##### | ##### | ##### | 0.85 |
| Movement PHF | | 0.68 | | | 0.71 | | | 0.82 | | : | #DIV/0! | ! | 0.85 |



Turn Count Summary

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



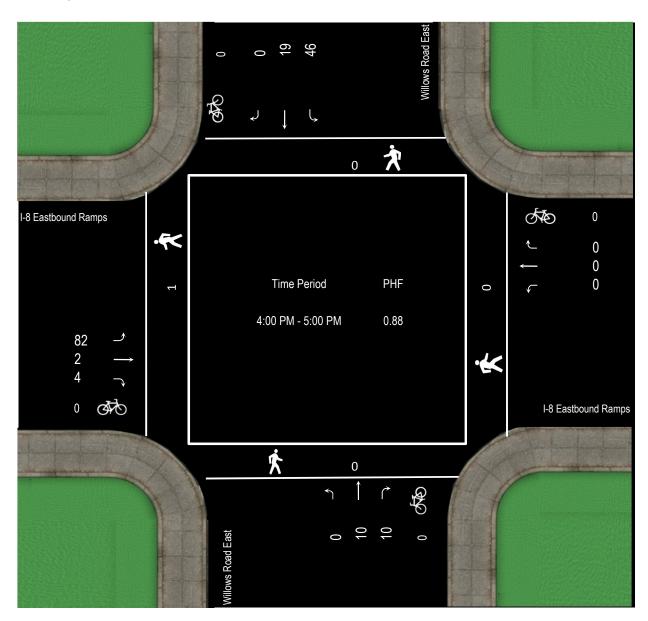
Location: I-8 Eastbound Ramps @ Willows Road East

Date of Count: Saturday, January 25, 2014

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 14-0150





Vehicular Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: I-8 Eastbound Ramps @ Willows Road East

| | | PM Period (4:00 PM - 6:00 PM) | | | | | | | | | | | |
|---------|------|-------------------------------|-------|------|----------|-------|------|---------|-------|------|---------|-------|-------|
| | S | outhbou | ınd | W | /estboui | nd | N | orthbou | nd | Е | astbour | ıd | |
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| 4:00 PM | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 20 | 0 | 0 | 44 |
| 4:15 PM | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 18 | 2 | 1 | 49 |
| 4:30 PM | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 23 | 0 | 2 | 44 |
| 4:45 PM | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 0 | 1 | 36 |
| 5:00 PM | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 10 | 0 | 4 | 33 |
| 5:15 PM | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 25 | 1 | 2 | 48 |
| 5:30 PM | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 26 | 0 | 0 | 55 |
| 5:45 PM | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 14 | 1 | 1 | 29 |
| Total | 89 | 30 | 0 | 0 | 0 | 0 | 0 | 25 | 22 | 157 | 4 | 11 | 338 |

PM Intersection Peak Hour:

4:00 PM - 5:00 PM

Intersection PHF:

0.88

| | S | Southbound | | Westbound | | | Northbound | | | E | TOTAL | | |
|--------------|------|------------|-------|-----------|--------|-------|------------|------|-------|-------|-------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | TOTAL |
| Volume | 46 | 19 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 82 | 2 | 4 | 173 |
| PHF | 0.82 | 0.528 | ##### | ##### | ##### | ##### | ##### | 0.5 | 0.417 | 0.891 | 0.25 | 0.5 | 0.88 |
| Movement PHF | | 0.77 | | | #DIV/0 | ! | | 0.63 | | | 0.88 | | 0.88 |



24 Hour Segment Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Willows Road, east of I-8 Ramps

Orientation: East-West

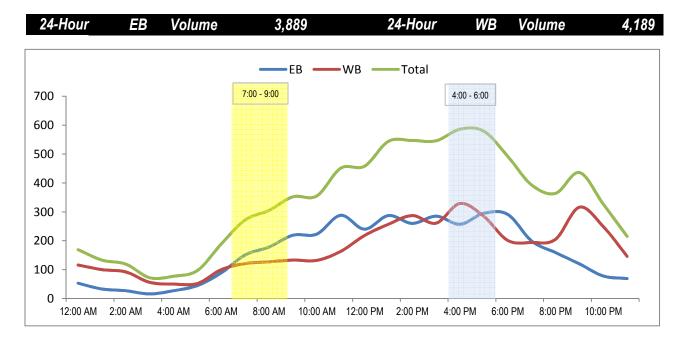
Date of Count: Thursday, October 24, 2013

Analysts: DASH

Weather: Sunny

AVC Proj. No: 13-0111

| | | | | 24 Hour | Segmen | t Volume | | | | | 8,0 | 78 |
|----------|-------|----------|-------|----------|--------|----------|----------|-------|----------|-------|----------|-------|
| т | im | • | Но | urly Vol | ume | | - | ſim | • | Но | urly Vol | ume |
| ı | 11119 | E | EB | WB | Total | | | 11111 | 3 | EB | WB | Total |
| 12:00 AM | - | 1:00 AM | 53 | 116 | 169 | | 12:00 PM | - | 1:00 PM | 240 | 218 | 458 |
| 1:00 AM | - | 2:00 AM | 33 | 100 | 133 | | 1:00 PM | - | 2:00 PM | 287 | 257 | 544 |
| 2:00 AM | - | 3:00 AM | 27 | 92 | 119 | | 2:00 PM | - | 3:00 PM | 260 | 287 | 547 |
| 3:00 AM | - | 4:00 AM | 16 | 56 | 72 | | 3:00 PM | - | 4:00 PM | 285 | 261 | 546 |
| 4:00 AM | - | 5:00 AM | 27 | 50 | 77 | | 4:00 PM | - | 5:00 PM | 257 | 329 | 586 |
| 5:00 AM | - | 6:00 AM | 45 | 52 | 97 | | 5:00 PM | - | 6:00 PM | 295 | 284 | 579 |
| 6:00 AM | - | 7:00 AM | 89 | 100 | 189 | | 6:00 PM | - | 7:00 PM | 291 | 201 | 492 |
| 7:00 AM | - | 8:00 AM | 151 | 121 | 272 | | 7:00 PM | - | 8:00 PM | 199 | 194 | 393 |
| 8:00 AM | - | 9:00 AM | 178 | 127 | 305 | | 8:00 PM | - | 9:00 PM | 159 | 205 | 364 |
| 9:00 AM | - | 10:00 AM | 219 | 133 | 352 | | 9:00 PM | - | 10:00 PM | 120 | 316 | 436 |
| 10:00 AM | - | 11:00 AM | 223 | 132 | 355 | | 10:00 PM | - | 11:00 PM | 78 | 249 | 327 |
| 11:00 AM | - | 12:00 PM | 288 | 163 | 451 | | 11:00 PM | - | 12:00 AM | 69 | 146 | 215 |
| 1 | Γota | I | 1,349 | 1,242 | 2,591 | | | Tota | I | 2,540 | 2,947 | 5,487 |





24 Hour Segment Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Willows Road – West of Viejas Casino

Orientation: East-West

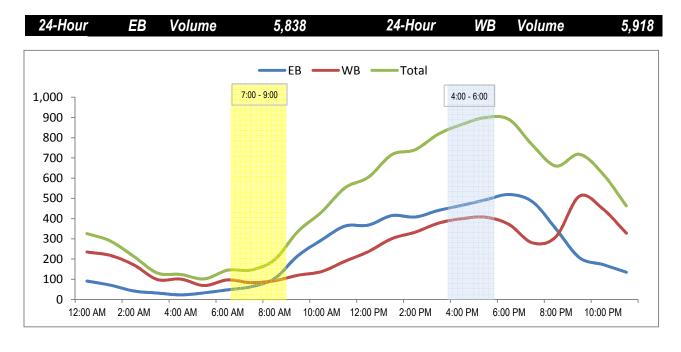
Date of Count: Saturday, February 22, 2014

Analysts: DASH

Weather: Sunny

AVC Proj. No: 14-0169

| | | | | 24 Hour | Segmen | it Volume | | | | | 11, | 756 |
|----------|-------|----------|-------|----------|--------|-----------|----------|-------|----------|-------|----------|-------|
| , | im | • | Но | urly Vol | ume | | , | Γim | • | Но | urly Vol | ume |
| | 11111 | E | EB | WB | Total | | | 11111 | 3 | EB | WB | Total |
| 12:00 AM | - | 1:00 AM | 91 | 235 | 326 | | 12:00 PM | - | 1:00 PM | 368 | 237 | 605 |
| 1:00 AM | - | 2:00 AM | 71 | 218 | 289 | | 1:00 PM | - | 2:00 PM | 415 | 301 | 716 |
| 2:00 AM | - | 3:00 AM | 42 | 171 | 213 | | 2:00 PM | - | 3:00 PM | 408 | 333 | 741 |
| 3:00 AM | - | 4:00 AM | 32 | 99 | 131 | | 3:00 PM | - | 4:00 PM | 441 | 378 | 819 |
| 4:00 AM | - | 5:00 AM | 23 | 101 | 124 | | 4:00 PM | - | 5:00 PM | 466 | 400 | 866 |
| 5:00 AM | - | 6:00 AM | 33 | 69 | 102 | | 5:00 PM | - | 6:00 PM | 493 | 407 | 900 |
| 6:00 AM | - | 7:00 AM | 48 | 97 | 145 | | 6:00 PM | - | 7:00 PM | 519 | 371 | 890 |
| 7:00 AM | - | 8:00 AM | 63 | 83 | 146 | | 7:00 PM | - | 8:00 PM | 483 | 280 | 763 |
| 8:00 AM | - | 9:00 AM | 104 | 93 | 197 | | 8:00 PM | - | 9:00 PM | 349 | 311 | 660 |
| 9:00 AM | - | 10:00 AM | 217 | 120 | 337 | | 9:00 PM | - | 10:00 PM | 207 | 511 | 718 |
| 10:00 AM | - | 11:00 AM | 294 | 138 | 432 | | 10:00 PM | - | 11:00 PM | 173 | 448 | 621 |
| 11:00 AM | - | 12:00 PM | 363 | 189 | 552 | | 11:00 PM | - | 12:00 AM | 135 | 328 | 463 |
| 7 | Γota | I | 1,381 | 1,613 | 2,994 | | | Tota | | 4,457 | 4,305 | 8,762 |





24 Hour Segment Count

Accurate Video Counts Inc info@accuratevideocounts.com (619) 987-5136



Location: Willows Road – East of Viejas Casino

Orientation: East-West

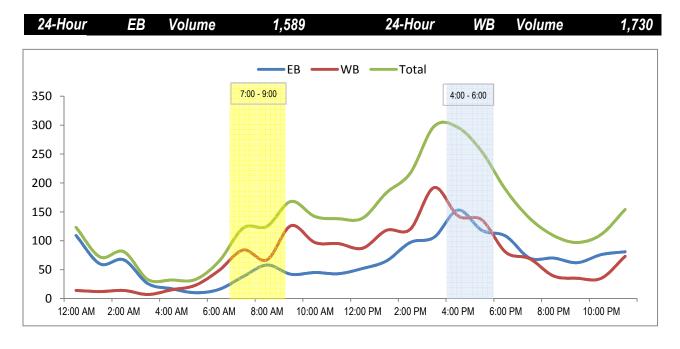
Date of Count: Saturday, February 22, 2014

Analysts: DASH

Weather: Sunny

AVC Proj. No: 14-0169

| | | | | 24 Hour | Segmen | it Volume | | | | | 3,3 | 19 |
|----------|-------|----------|-----|----------|--------|-----------|----------|-------|----------|-------|----------|-------|
| , | im | • | Но | urly Vol | ume | | 7 | Γim | • | Но | urly Vol | ume |
| | 11111 | E | EB | WB | Total | | | 11111 | 3 | EB | WB | Total |
| 12:00 AM | - | 1:00 AM | 109 | 14 | 123 | | 12:00 PM | - | 1:00 PM | 52 | 87 | 139 |
| 1:00 AM | - | 2:00 AM | 60 | 12 | 72 | | 1:00 PM | - | 2:00 PM | 65 | 118 | 183 |
| 2:00 AM | - | 3:00 AM | 67 | 14 | 81 | | 2:00 PM | - | 3:00 PM | 97 | 120 | 217 |
| 3:00 AM | - | 4:00 AM | 26 | 7 | 33 | | 3:00 PM | - | 4:00 PM | 106 | 192 | 298 |
| 4:00 AM | - | 5:00 AM | 17 | 15 | 32 | | 4:00 PM | - | 5:00 PM | 153 | 143 | 296 |
| 5:00 AM | - | 6:00 AM | 10 | 23 | 33 | | 5:00 PM | - | 6:00 PM | 118 | 136 | 254 |
| 6:00 AM | - | 7:00 AM | 16 | 49 | 65 | | 6:00 PM | - | 7:00 PM | 108 | 80 | 188 |
| 7:00 AM | - | 8:00 AM | 38 | 84 | 122 | | 7:00 PM | - | 8:00 PM | 70 | 69 | 139 |
| 8:00 AM | - | 9:00 AM | 58 | 67 | 125 | | 8:00 PM | - | 9:00 PM | 70 | 39 | 109 |
| 9:00 AM | - | 10:00 AM | 42 | 126 | 168 | | 9:00 PM | - | 10:00 PM | 62 | 35 | 97 |
| 10:00 AM | - | 11:00 AM | 45 | 97 | 142 | | 10:00 PM | - | 11:00 PM | 76 | 35 | 111 |
| 11:00 AM | - | 12:00 PM | 43 | 95 | 138 | | 11:00 PM | - | 12:00 AM | 81 | 73 | 154 |
| 7 | Γota | I | 531 | 603 | 1,134 | | • | Tota | I | 1,058 | 1,127 | 2,185 |



Growth Calculations

| Street Segment | | North Tower Counts ^a | | South Tower Counts ^b | Growth | | |
|-----------------------|---------|------------------------------------|---------|------------------------------------|---------|----------|--|
| | Weekday | Saturday | Weekday | Saturday | Weekday | Saturday | |
| Willows Road | | | | | | | |
| West of Viejas Casino | 7,730 | 11,810 | 8,080 | 11,760 | 4.5% | -0.4% | |
| East of Viejas Casino | 2,440 | 2,730 | 2,550 | 3,320 | 4.5% | 21.6% | |

Footnotes:

a. ADT counts were conducted on September 2011.

b. ADT weekday and Saturday counts were conducted on October 2013 and February 2014, respectively.

| | APPENDIX B |
|-----------------------------------|---|
| Int | ERSECTION METHODOLOGY AND ANALYSIS SHEETS |
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| | |
| SCOTT, LAW & GREENSPAN, engineers | LLG Ref. 3-14-2309 |

SIGNALIZED INTERSECTIONS

For signalized intersections, level of service criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 1** summarizes the delay thresholds for signalized intersections.

Level of service A describes operations with very low delay, (i.e. less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level of service B describes operations with delay in the range 10.1 seconds and 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

TABLE 1

LEVEL OF SERVICE THRESHOLDS FOR SIGNALIZED INTERSECTIONS

| | | ELAY PER VEHICLE EHICLE) | LEVEL OF SERVICE |
|------|-------------|-----------------------------|------------------|
| 0.0 | <u>≤</u> | 10.0 | A |
| 10.1 | to | 20.0 | В |
| 21.1 | to | 35.0 | С |
| 35.1 | to | 55.0 | D |
| 55.1 | to | 80.0 | E |
| | <u>></u> | 80.0 | F |

Source: Highway Capacity Manual, 2000.

Level of service C describes operations with delay in the range 20.1 seconds and 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

Level of service D describes operations with delay in the range 35.1 seconds and 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are more frequent.

Level of service E describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

Level of service F describes operations with delay in excess of over 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

UNSIGNALIZED INTERSECTIONS

For unsignalized intersections, level of service is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. **Table 2** depicts the criteria, which are based on the average control delay for any particular minor movement.

TABLE 2

LEVEL OF SERVICE THRESHOLDS FOR UNSIGNALIZED INTERSECTIONS

| | V | ONTROL DELAY PER EHICLE NDS/VEHICLE) | LEVEL OF SERVICE | EXPECTED DELAY TO MINOR STREET TRAFFIC |
|------|----------|--|---------------------|---|
| 0.0 | <u>≤</u> | 10.0 | A | Little or no delay |
| 10.1 | to | 15.0 | В | Short traffic delays |
| 15.1 | to | 25.0 | С | Average traffic delays |
| 25.1 | to | 35.0 | D | Long traffic delays |
| 35.1 | to | 50.0 | Е | Very long traffic delays |
| | ≥ 50.0 | | F | Severe congestion |

Source: Highway Capacity Manual, 2000.

Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches. The method, however, is based on a constant critical gap size; that is, the critical gap remains constant no matter how long the side-street motorist waits. LOS F may also appear in the form of side-street vehicles selecting smaller-than-usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior, which are more difficult to observe in the field than queuing.

APPENDIX C

COUNTY OF SAN DIEGO ROADWAY CLASSIFICATION TABLE

Table 1 **Average Daily Vehicle Trips***

| C | Average Da CIRCULATION ELEMENT ROADS | , | · | LE\ | ELS OF SEF | RVICE | |
|--------------------------|---|---------------------|---------|---------|------------|---------|----------|
| Roa | ndway Classification | #of Travel Lanes | Α | В | С | D | E |
| Expressway (6.1) | | 6 | <36,000 | <54,000 | <70,000 | <86,000 | <108,000 |
| Prime Arterial (6.2) | | 6 | <22,200 | <37,000 | <44,600 | <50,000 | <57,000 |
| Major Road | (4.1A) | 4 | <14,800 | <24,700 | <29,600 | <33,400 | <37,000 |
| | W/ Intermittent Turn Lanes (4.1B) | 4 | <13,700 | <22,800 | <27,400 | <30,800 | <34,200 |
| Collector | | 4 | <13,700 | <22,800 | <27,400 | <30,800 | <34,200 |
| Boulevard | W/ Raised Median (4.2A) | 4 | <18,000 | <21,000 | <24,000 | <27,000 | <30,000 |
| | W/ Intermittent Turn Lanes (4.2B) | 4 | <16,800 | <19,600 | <22,500 | <25,000 | <28,000 |
| Town Collector | | 2 | <3,000 | <6,000 | <9,500 | <13,500 | <19,000 |
| Community Collector | W/ Raised Median (2.1) | 2 | <10,000 | <11,700 | <13,400 | <15,000 | <19,000 |
| | W/ Continuous Left-Turn Lane (2.1B) | 2 | <3,000 | <6,000 | <9,500 | <13,500 | <19,000 |
| | W/ Intermittent Turn Lanes (2.1C) | 2 | <3,000 | <6,000 | <9,500 | <13,500 | <19,000 |
| | W/ Passing Lane (2.1D) | 2 | <3,000 | <6,000 | <9,500 | <13,500 | <19,000 |
| | No Median (2.1E) | 2 | <1,900 | <4,100 | <7,100 | <10,900 | <16,200 |
| Light Collector | W/ Raised Median (2.2A) | 2 | <3,000 | <6,000 | <9,500 | <13,500 | <19,000 |
| | W/ Continuous Left-Turn Lane (2.2B) | 2 | <3,000 | <6,000 | <9,500 | <13,500 | <19,000 |
| | W/ Intermittent Turn Lanes (2.2C) | 2 | <3,000 | <6,000 | <9,500 | <13,500 | <19,000 |
| | W/ Passing Lane (2.2D) | 2 | <3,000 | <6,000 | <9,500 | <13,500 | <19,000 |
| | No Median (2.2E) | 2 | <1,900 | <4,100 | <7,100 | <10,900 | <16,200 |
| | | 2 | <1,900 | <4,100 | <7,100 | <10,900 | <16,200 |
| | W/ Reduced Shoulder | 2 | <5,800 | <6,800 | <7,800 | <8,700 | <9,700 |
| Rural Collector | Collector | 2 | <1,900 | <4,100 | <7,100 | <10,900 | <16,200 |
| Rural Light Collector | | 2 | <1,900 | <4,100 | <7,100 | <10,900 | <16,200 |
| Rural Mountain | | 2 | <1,900 | <4,100 | <7,100 | <10,900 | <16,200 |
| Recreational Parkway | | 2 | <1,900 | <4,100 | <7,100 | <10,900 | <16,200 |
| Minor Collector | W/ Raised Median (2.3A) | 2 | <3,000 | <6,000 | <7,000 | <8,000 | <9,000 |
| | W/ Intermittent (Turn Lane (2.3B) | 2 | <3,000 | <6,000 | <7,000 | <8,000 | <9,000 |
| | No Median (2.3CE) | 2 | <1,900 | <4,100 | <6,000 | <7,000 | <8,000 |
| NON- | -CIRCULATION ELEMENT ROADS ** | | | LEV | ELS OF SEF | RVICE | |
| Residential Collector | | 2 | - | - | <4,500 | - | - |
| Rural Residential Collec | ctor *** | 2 | - | - | <4,500 | - | = |
| Residential Road | | 2 | - | - | <1,500 | - | - |
| Rural Residential Road | *** | 2 | - | - | <1,500 | - | - |
| Residential Cul-de-Sac | or Loop Road | 2 | - | - | <200 | - | - |

^{*}The values shown are subject to adjustment based on the geometry of the roadway side frictions, and other relevant factors as determined by the Director, Department of Public Works.

^{**}Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic.

Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

***Rural Residential Collectors and Rural Residential Roads are intended to serve areas with lot sizes of 2 acres or more which do not

have a demand for on-street parking. On-street parking is not assured for these cross sections. Additional right-of-way is needed if onstreet parking is in paved area.
****See Tables 2A and 28 for roadway surfacing and right-of-way widths.

| Α | Ρ | P | Ε | N | D | IX | D |
|---|---|---|---|---|---|-----|---|
| | | | _ | | _ | 1/1 | |

EXISTING PEAK HOUR INTERSECTION CALCULATION SHEETS

| | * | | • | * | ← | * | * | † | * | 1 | ↓ | 4 |
|---|---|-----------------------------------|--|--------------------------|--|--|-------------------------|---|--|---|---|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | ሻ | 1 + | | **** | 4 | | | 4 | |
| Volume (veh/h) | 0 | 0 | 0 | 61 | 1 | 6 | 35 | 288 | 0 | 0 | 103 | 245 |
| Sign Control | transportura (electro | Stop | ************************************** | epop constitutes to give | Stop | Service of the servic | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor Hourly flow rate (vph) | 0.92 0 | 0.92 0 | 0.92 0 | 0.92 66 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Pedestrians | i i i i i i i i i i i i i i i i i i i | | | - 00 | | | 38 | 313 | 0 | 0 | 112 | 266 |
| Lane Width (ft) | | | | | | | | | | | :::::::::::::::::::::::::::::::::::::: | |
| Walking Speed (ft/s) | | | : } | | ranant araan statubit. | . 10.000 | 957 (10 7 (C) 2 (S\$EL) | | | | | |
| Percent Blockage | | spisa (kasinda) Visa (kasinda) | | | | | | | Angelone de la companione de la companione La companione de la compa | 350 171 1731 | endermat erretter Vertherrikterske | 33s.(.) |
| Right turn flare (veh) | | | | | | | | Nest the accept | | itii i Riisi Riigeii | 111111111111111111111111111111111111111 | TEL CLUSTERES |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | 400000000000000000000000000000000000000 | 460 004 | | HENTERATER | ilinin aga ger | mmagragees | | ************************************** | | \$1190 - 1 <u>.</u> | | nymen en en |
| vC, conflicting volume vC1, stage 1 conf vol | .641 | 634 | 245 | 634 | 767 | 313 | 378 | | | 313 | | |
| vC1, stage 2 conf vol | | TVIII 1155 Heij | | | | ::::::::::::::::::::::::::::::::::::::: | HONESCONOLIGINE | SERVICE CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONT | haningtonerny | 350 (37 0 (370 (370 (370 (370 (370 (370 (370 (37 | | |
| vCu, unblocked vol | 641 | 634 | 245 | 634 | 767 | 313 | 378 | | | 313 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4,1 | | | 4.1 | | |
| tC, 2 stage (s) | ************************************** | erroring to the | and a second | | | 11 Y. T. 11 | | | : 4 | | | |
| (F (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | 5:11:18:25:14:4:4: (3:18:18:18:18:18:4:4: | | 2.2 | | 125 p. 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 |
| p0 queue free % | 100 | 100 | 100 | 83 | 100 | 99 | 97 | rement Mensser Selville | | 100 | | |
| cM capacity (veh/h) | 374 | 384 | 794 | 382 | 322 | 727 | 1180 | | | 1247 | | |
| Direction, Lane# | WB 1 | WB 2 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 66 | 8 | 351 | 378 | | | | | | | | |
| Volume Left | 66 | 0 7 | 38 | 0 | Ekska Körne och et so: | | ere drage variantistis | | - States of a social selection | | NO. 2777 18 207 207 207 207 207 207 207 207 207 207 | quarterity |
| Volume Right SSH | 382 | 616 | 0 1180 | 266 1700 | | | | | | | | MINISTER MINISTER |
| Volume to Capacity | 0.17 | 0.01 | 0.03 | 0.22 | | | | ingawaki 1911. | | FIRESCE COMMEN | 11151-111025-1757 | Tolografia vaj |
| Queue Length 95th (ft) | 16 | | 2 | 0.22 | | | | | | 4 17 19 19 19 19 19 19 19 19 19 19 19 19 19 | | |
| Control Delay (s) | 16.4 | 10,9 | 1.2 | 0.0 | | | | | | | | v- ; == ======== 20 22 02:12 1.05 |
| _ane LOS | С | В | Α | | 79011 YOU YOU HAIRE | | 19071018(03)00000 | 1864/1955/1955/1957 | | uljijanski rite. | | |
| Approach Delay (s) | 15.8 | | 1.2 | 0.0 | | | | | | | | 1111111111111 |
| Approach LOS | С | | | | ······································ | value over everyori | | Y. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. | | 981321111111111111111 | | ost and finite |
| ntersection Summary | | | | | | | | | | | | |
| Verage Delay | × | | 2.0 | ************* | | | | | | | | |
| ntersection Capacity Utiliza | tion | | 51.0% | IC | J Level of | Service | | | Α | | | |
| Analysis Period (min) | | | 15 | | ayerya amakamini sa | | vayan, andore tutte | \$\$\$\$\$\$\$\:\:\:\:\:\:\:\:\:\:\:\:\:\:\:\: | | . Za viže, ne nie nie nie | | Dati da ta ta ta |
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|---|---|---------------------|---|--------------|--------------------------|----------------------------|---|--|--------------------------|--|------------------------|----------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | * | ∱> | | | | | | 1 | | | 4 | |
| Volume (veh/h) | 203 | 0 | 57 | 0 | 0 | 0 | 0 - | 120 | 105 | 2 | 162 | 0 |
| Sign Control | 97 | Stop | | | Stop | P. C. C | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) Pedestrians | 221 | 0 | 62 | 0 | 0 | 0 | 0 | 130 | 114 | 2 | 176 | 0 |
| Lane Width (ft) | | | | | | | | | | :::::::::::::::::::::::::::::::::::::: | | |
| Walking Speed (ft/s) | | | | | | | ************************************** | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | <u> </u> | | and the state of the state of | | Andria (Malling In 1997) | 2000-000-000-000 | | THE REPORT OF L | 112,1211221111111 | | 19(12/12/2015) | Time in the contract of |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | euga ya yani | neer y 3 g 3g | | | introgram | | | Liiteau afatenness | | and a second programme | emag stocke |
| vC, conflicting volume vC1, stage 1 conf vol | 368 | 425 | 176 | 430 | 368 | 188 | 176 | | | 245 | | |
| vC1, stage 1 conf vol | | in legación | 910111111111111111111111111111111111111 | | | | a virtigi etti kan | 44.054.05.05.05.05.05.05.05.05.05.05.05.05.05. | enganganan. | YELES (1881) | | |
| vCu, unblocked vol | 368 | 425 | 176 | 430 | 368 | 188 | 176 | Herman III | | 245 | : de la de la velo | William I |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6,5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | and a series | ****************** | | entric programme d | of the control of the con- | etaus se se etilije i | * 14 * 4 * 4 * 4 * 4 * 4 * 4 * 4 * 4 * 4 | | end to be a great to | | |
| (F (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | 15000000000 25000000000 |
| p0 queue free % | 62 | 100 | 93 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 588 | 520 | 867 | 497 | 560 | 855 | 1400 | | | 1322 | | |
| Direction, Lane# | EB1 | EB 2 | NB1 | SB 1 | | | | | | | | |
| Volume Total | 221 | 62 | 245 | 178 | | | 7. 2.646 | | | | | |
| Volume Left | 221 | 0 | 0 | 2 | | | effikalisassinni viva | | HERBERNESS OF WAY | e eneme eneme press announg | vijyanin manyagan ise | |
| Volume Right cSH | - 0 | 62 | 114 | 4200 | | | | | | | | |
| Volume to Capacity | 588 0.38 | 867 0.07 | 1700 0.14 | 1322 0,00 | | FEGAFIELERA SEL | 7750055000144 | | September | | INTERNAL TRACTOR | SESTERETERE |
| Queue Length 95th (ft) | 43 | 6 | 0.14 | 0,00 | | | | | | | | |
| Control Delay (s) | 14.8 | 9,5 | 0.0 | 0.1 | | | | | | | | |
| Lane LOS | B | A | Benediktera | Α | | REPERENCIES CONTRA | rreebsect (Gaadagila | h the hear and site | randetrotoeria radi | Maria Maja agasifa | | |
| Approach Delay (s) | 13.6 | | 0.0 | 0.1 | | | | | | | | |
| Approach LOS | В | | 7017 <u>1117111111111111</u> | | ***************** | 13 811 201 811 21111 | .11111111111111111111111111111111111111 | 70 0 0 \$ 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | 1111114111111111 | 1887996531545 |
| ntersection Summary | Name of the State | | | | | | | | | | | |
| Average Delay | | | 5.5 | | | | | | | | 7 | |
| ntersection Capacity Utilization | n | | 30.6% | ICl | J Level of | Service | | | Α | | | |
| Analysis Period (min) | | 5. 225529354255975 | 15 | | | . 77.7988181888. uNdustur | | | . Standardscape unit inc | | | LETTE FALLEN |
| | | | | | | | | | estilkiidi | | | |

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|----------|----------|----------|---|----------|---|
| | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---------------|--|-----------------------|--|-----------------------------|--|
| Lane Configurations | | <u></u> | уу <u>Б</u> ј | TIMIN | jķ ∤ | <u> </u> |
| Volume (veh/h) | 208 | 25 | 31 | 17 | 32 | 187 |
| Sign Control | | Stop | Stop | | Free | vas vai <mark>lminista vas kaista vas kaista vas kaista kaista vas kaista kaista kaista kaista kaista kaista kaista k</mark> Natura |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 226 | 27 | 34 | 18 | 35 | 203 |
| Pedestrians | | | | | | titi tista ilmatastassa. Tita ara ara mitti tista ara ara ara ara ara ara ara ara ara a |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | 100 | ngangnigang rigit kara tana atau ka | | 50 500 500 50 50 100 100 160 60 60 60 | | 757.551.75.75.75.75.75.75.75.75.75.75.75.75.75. |
| Median type | | | | | None | |
| Median storage veh) | | | 45,7658.15 July 1941. | , | Valantug eta agaza | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked vC, conflicting volume | 907 | Harayan Y | | | water garage | |
| vC1, stage 1 conf vol | 207 | 171 | 273 | 0 | 0 | |
| vC2, stage 2 conf vol | | ###################################### | | (7550000107101101111 | | |
| vCu, unblocked vol | 207 | 171 | 273 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | retrict ut.bi | | | | 7.1.00 | |
| (F (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 68 | 96 | 95 | 98 | 98 | |
| cM capacity (veh/h) | 696 | 706 | 620 | 1085 | 1623 | |
| Direction, Lane # | EB1 | WB 1 | SB 1 | | | |
| Volume Total | 253 | 52 | 238 | | | |
| Volume Left | 226 | 0 | 35 | 1901/15/1901/12/12 | | <u> </u> |
| Volume Right | 0 | 18 | 203 | | | |
| cSH | 697 | 731 | 1623 | ······································ | a garanta a talibra, ha a a | e en |
| Volume to Capacity | 0.36 | 0.07 | 0.02 | | | |
| Queue Length 95th (ft) | 42 | 6 | 2 | | | |
| Control Delay (s) | 13.1 | 10.3 | 1.2 | | | |
| Lane LOS | В | В | Α | | | |
| Approach Delay (s) | 13.1 | 10.3 | 1.2 | | | |
| Approach LOS | В | В | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 7.6 | | | |
| Intersection Capacity Utilizatio | n | | 39.5% | ICL | J Level of | f Service A |
| Analysis Period (min) | | | 15 | | | |
| | | | | | | |

| | ≯ | - | * | | \ | 4 |
|--|----------|---|---|--|----------|---|
|--|----------|---|---|--|----------|---|

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--|--|--------------------|--|---|---|---|
| Lane Configurations | ሻ | † | | | ** | |
| Volume (veh/h) | 42 | 200 | 210 | 3 | 0 | 53 |
| Sign Control | | Free | Free | | Stop | |
| Grade | edonenia kand | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 217 | 228 | 3 | 0 | 58 |
| Pedestrians | a | | | essenimenten systemen et | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | - 14 1 - 1 - 1 - 1 - 1 - 1 - 1 - | Ente Autolys to A | austri i nata | 2454750000 | | |
| Percent Blockage | | | | ensenialistanasion Araturaanaratuura | | |
| Right turn flare (veh) Median type | | None | None | we nanerije. | grifatija ja sa | |
| Median storage veh) | | None | None | | | |
| Upstream signal (ft) | | 8,536.338.388.5 | 33 34 5 5 5 5 5 5 5 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 232 | | | 142410000000000000000000000000000000000 | 539 | 230 |
| vC1, stage 1 conf vol | :::::::::::::::::::::::::::::::::::::: | italial-ida Vita | | · · · · · · · · · · · · · · · · · · · | | |
| vC2, stage 2 conf vol | | | estrosy ir myr. Makerson regeriy | | | |
| vCu, unblocked vol | 232 | *************** | A-14-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1 | et a den verbereitenen | 539 | 230 |
| tC, single (s) | 4.1 | | | | 6,4 | 6.2 |
| tC, 2 stage (s) | | | | | 3.1.3.1.1. | |
| tF (s) | 2.2 | | | | 3,5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 93 |
| cM capacity (veh/h) | 1336 | | | | 486 | 809 |
| Direction, Lane# | EB1 | EB2 | WB 1 | SB1 | | |
| Volume Total | 46 | 217 | 232 | 58 | | |
| Volume Left | 46 | 0 | 0 | 0 | \$2758 1172 TJT \$2747 21 TJ | |
| Volume Right | 0 | 0 | 3 | 58 | | |
| cSH | 1336 | 1700 | 1700 | 809 | | |
| Volume to Capacity Queue Length 95th (ft) | 0.03 3 | 0,13 0 | 0.14 0 | 0.07 6 | | |
| Control Delay (s) | 7.8 | 0,0 | 0.0 | 9.8 | garaga (martina) | ei retreur elden retreur en literateur et en de men deut en treue de Statte et Anni Anne Fredericke |
| Lane LOS | A | 0.0 | | 3.0 A | (113018161151011 | |
| Approach Delay (s) | 1.4 | NOTE THE COMMENT | 0.0 | 9.8 | | |
| Approach LOS | 991 200 001 001 5 6 5 5 5 5 5 5 | | (19.151. 919 .11.17 | A | *************************************** | |
| Intersection Summary | | | | | | |
| Average Delay | : X 2 | ertantet nit mener | 1.7 | | grigigasia ravansa | |
| Intersection Capacity Utiliza | ation | | 27.9% | ICL | J Level o | of Service A |
| Analysis Period (min) | | | 15 | | | |
| | | | | | | |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 9.2 | | | | | | | | | | | |
| Intersection LOS | А | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 93 | 121 | 56 | 0 | 8 | 138 | 2 | 0 | 54 | 0 | 2 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 98 | 127 | 59 | 0 | 8 | 145 | 2 | 0 | 57 | 0 | 2 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|----|-----|-----|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 2 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 2 | 3 |
| HCM Control Delay | 9 | 9.8 | 9.7 |
| HCM LOS | А | А | А |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | |
| Vol Thru, % | 0% | 0% | 0% | 100% | 42% | 0% | 100% | 0% | 0% | 0% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 58% | 0% | 0% | 100% | 0% | 100% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 54 | 2 | 93 | 81 | 96 | 8 | 138 | 2 | 4 | 78 | |
| LT Vol | 0 | 0 | 0 | 81 | 40 | 0 | 138 | 0 | 0 | 0 | |
| Through Vol | 0 | 2 | 0 | 0 | 56 | 0 | 0 | 2 | 0 | 78 | |
| RT Vol | 54 | 0 | 93 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | |
| Lane Flow Rate | 57 | 2 | 98 | 85 | 101 | 8 | 145 | 2 | 4 | 82 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.1 | 0.003 | 0.158 | 0.125 | 0.138 | 0.014 | 0.223 | 0.003 | 0.007 | 0.117 | |
| Departure Headway (Hd) | 6.348 | 5.149 | 5.816 | 5.313 | 4.905 | 6.04 | 5.538 | 4.835 | 6.322 | 5.123 | |
| Convergence, Y/N | Yes | |
| Cap | 561 | 689 | 614 | 671 | 727 | 589 | 645 | 734 | 563 | 694 | |
| Service Time | 4.129 | 2.929 | 3.576 | 3.074 | 2.665 | 3.809 | 3.306 | 2.603 | 4.097 | 2.897 | |
| HCM Lane V/C Ratio | 0.102 | 0.003 | 0.16 | 0.127 | 0.139 | 0.014 | 0.225 | 0.003 | 0.007 | 0.118 | |
| HCM Control Delay | 9.8 | 7.9 | 9.7 | 8.8 | 8.5 | 8.9 | 9.9 | 7.6 | 9.1 | 8.6 | |
| HCM Lane LOS | Α | Α | Α | Α | Α | А | А | Α | Α | А | |
| HCM 95th-tile Q | 0.3 | 0 | 0.6 | 0.4 | 0.5 | 0 | 8.0 | 0 | 0 | 0.4 | |

| Intersection | | | | | |
|----------------------------|------|------|------|------|--|
| Intersection Delay, s/veh | | | | | |
| Intersection LOS | | | | | |
| | | | | | |
| Movement | SBU | SBL | SBT | SBR | |
| Vol, veh/h | 0 | 4 | 0 | 78 | |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | |
| Mvmt Flow | 0 | 4 | 0 | 82 | |
| Number of Lanes | 0 | 0 | 1 | 1 | |
| | | | | | |
| | | | | | |
| Approach | | SB | | | |
| Opposing Approach | | NB | | | |
| Opposing Lanes | | 2 | | | |
| Conflicting Approach Left | | WB | | | |
| Conflicting Lanes Left | | 3 | | | |
| Conflicting Approach Right | | EB | | | |
| Conflicting Lanes Right | | 3 | | | |
| HCM Control Delay | | 8.6 | | | |
| HCM LOS | | A | | | |
| 110111 200 | | , , | | | |
| | | | | | |
| Lane | | | | | |

| latana attan | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection | | | | | | | | | | | | |
| Intersection Delay, s/veh | 8.4 | | | | | | | | | | | |
| Intersection LOS | Α | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 56 | 39 | 31 | 0 | 15 | 37 | 23 | 0 | 21 | 7 | 27 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 59 | 41 | 33 | 0 | 16 | 39 | 24 | 0 | 22 | 7 | 28 |
| Number of Lanes | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 |
| | | | | | | | | | | | | |
| Approach | | EB | | | | WB | | | | NB | | |
| Onnosing Approach | | \//R | | | | FR | | - | | SR | | |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 1 | 3 |
| HCM Control Delay | 8.4 | 8.1 | 8.1 |
| HCM LOS | А | А | А |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 75% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 30% | |
| Vol Thru, % | 25% | 0% | 0% | 100% | 0% | 0% | 100% | 35% | 5% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 65% | 65% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 28 | 27 | 56 | 39 | 31 | 15 | 25 | 35 | 111 | |
| LT Vol | 7 | 0 | 0 | 39 | 0 | 0 | 25 | 12 | 6 | |
| Through Vol | 0 | 27 | 0 | 0 | 31 | 0 | 0 | 23 | 72 | |
| RT Vol | 21 | 0 | 56 | 0 | 0 | 15 | 0 | 0 | 33 | |
| Lane Flow Rate | 29 | 28 | 59 | 41 | 33 | 16 | 26 | 37 | 117 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.047 | 0.037 | 0.093 | 0.059 | 0.041 | 0.025 | 0.038 | 0.05 | 0.159 | |
| Departure Headway (Hd) | 5.703 | 4.628 | 5.691 | 5.189 | 4.485 | 5.805 | 5.302 | 4.844 | 4.906 | |
| Convergence, Y/N | Yes | |
| Cap | 628 | 773 | 630 | 690 | 797 | 616 | 675 | 738 | 730 | |
| Service Time | 3.438 | 2.362 | 3.428 | 2.925 | 2.221 | 3.543 | 3.04 | 2.582 | 2.639 | |
| HCM Lane V/C Ratio | 0.046 | 0.036 | 0.094 | 0.059 | 0.041 | 0.026 | 0.039 | 0.05 | 0.16 | |
| HCM Control Delay | 8.7 | 7.5 | 9 | 8.3 | 7.4 | 8.7 | 8.3 | 7.8 | 8.6 | |
| HCM Lane LOS | Α | Α | Α | Α | Α | А | А | Α | А | |
| HCM 95th-tile Q | 0.1 | 0.1 | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.2 | 0.6 | |

| Intersection | | | | |
|----------------------------|------|----------|------|------|
| Intersection Delay, s/veh | | | | |
| Intersection LOS | | | | |
| Movement | SBU | SBL | SBT | SBR |
| Vol, veh/h | 0 | 33 | 6 | 72 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 35 | 6 | 76 |
| Number of Lanes | 0 | 0 | 1 | 0 |
| | | | | |
| Approach | | SB | | |
| Opposing Approach | | NB | | |
| Opposing Lanes | | 2 | | |
| Conflicting Approach Left | | WB | | |
| Conflicting Lanes Left | | 3 | | |
| Conflicting Approach Right | | EB | | |
| Conflicting Lanes Right | | 3 | | |
| HCM Control Delay | | 8.6 | | |
| HCM LOS | | 0.0 A | | |
| HCIVI EOS | | А | | |
| | | | | |
| Lane | | | | |

| | <i>•</i> | - | • | • | ← | * | 4 | † | <i>></i> | 1 | ↓ | 1 |
|-----------------------------------|--------------------------------|--|------------------------|---|--|----------------------------|------------------------------|--|---|-----------------------------|--|-------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | ¥ | 1 > | | | स | | | f) | |
| Volume (veh/h) | 0 | 0 | 0 | 10 | 0 | 23 | 3 | 42 | 0 | 0 | 54 | 78 |
| Sign Control | | Stop | , | | Stop | | /vva =//vaansooss 2274 | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 11 | 0 | 25 | 3 | 46 | 0 | 0 | 59 | 85 |
| Pedestrians Lane Width (ft) | | | | | 588877858888 | | | | | ERAGAR ERETZEETÄS | 18 075 115 077 177 177 | 11751547553 |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | PM III III III III | | | | | httille medi | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | n Nikotan (1901-06 hajir sas | | | *************************************** | 11110 115 11701 | i nevinie exercisii e. | 7.61.11.11.11.11.11.11.11 | | *************************************** | | e en esta de la composition de la comp | 5 · · · · · · · · · · · · · · |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | -terrar - Aust Trazu | | | | |
| vC, conflicting volume | 178 | 153 | 101 | 153 | 196 | 46 | 143 | | | 46 | | |
| vC1, stage 1 conf vol | | | constitution of the co | anan ina manar | a waterweight of the forest | ueta esperar o compres | | | | . CARROLL A TOMOR | ante el latte el latte elle | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 178 | 153 | 101 | 153 | 196 | 46 | 143 | | 55464543.600000000 | 46 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6,5 | 6,2 | 4.1 | | | 4,1 | | |
| tC, 2 stage (s) tE (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2,2 | poden negovine | 2-00-0-0-0-0-0 | 2,2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 98 | 100 | | | 100 | | SHEELE |
| oM capacity (veh/h) | 763 | 737 | 954 | 812 | 698 | 1024 | 1439 | | | 1562 | | PT (500: 0500) |
| | WB 1 | | | | | | | | | 1002 | | |
| Direction, Lane # Volume Total | - WB 1 | WB 2 25 | NB 1 49 | SB 1 143 | | | | | | | | |
| Volume Left | 11 | 20 0 | 3 | 143 | | erresnerens) | | | | | 1., | <u> </u> |
| Volume Right | 0 | 25 | 0 | 85 | olecus sassi | | | | | | \$(<u>[\$6]</u> \$([\$0]); | 32014761119 |
| cSH | 812 | 1024 | 1439 | 1700 | | | inianii Persent | 000000000000000000000000000000000000000 | | | | |
| Volume to Capacity | 0.01 | 0.02 | 0.00 | 0,08 | | | | - 1.00 (1.00 | | | | |
| Queue Length 95th (ft) | 1 | 2 | 0 | 0 | HORAGO GO G | | | | ····· | TT\$ 7 PP 2 COS 1 PP CF 1 | 476040740466 | 1115111111111 |
| Control Delay (s) | 9.5 | 8.6 | 0,5 | 0,0 | | | entener (Neseria) Autoria | | | | | |
| Lane LOS | Α | Α | Α | | | | | | into to section of the control of | ** *** * ***** | | |
| Approach Delay (s) | 8,9 | | 0.5 | 0.0 | | | | | | | | |
| Approach LOS | Α | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | Asia and tangent mind there is | £0 | 1.5 | 54556 54 175555556 | | idā vaina harta vardta va | e negatie volument volument | \$ 450 × 450 × 50 × × 44 × × × × × × 54 4 × | 3 4 4 4 | | 6441/44M46646CCC++++4 | 100 0 F - 100 FB 78 VF |
| Intersection Capacity Utilization | ation | | 17.6% | lC | U Level d | f Service | | | Α | metosestmäs minesijainen | | |
| Analysis Period (min) | | :::::::::::::::::::::::::::::::::::::: | 15 | . 4. 5.2 5 - 2000 \$ 5.5000 | 2555 | | 85-85-855 VAINAN | 50.555 (\$4.5 - 635.554 | griffing symmetrics. | | | :0.72.192722 |
| | | | | | | ngibirationi Pittilikii | | | | | | |

| | → | → | * | V | 4- | 4 | 4 | † | <i>></i> | / | | 4 |
|--|--------------------|--------------------|------------------------------------|--|-----------------------------|------------------------------------|--|---|-----------------------------|------------------------|---|-----------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | | | | | 4 | | | र्भ | |
| Volume (veh/h) | 42 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 7 | 47 | 17 | 0 |
| Sign Control | NO4407 | Stop | ania wa matuma | | Stop | nach e seveniel soots | ser severe i per en el el el | Free | i din di din di mana manana | ma model independe | Free | |
| Grade | 0.00 | 0% | 0.00 | 0.00 | - 0% | 0.00 | 0.00 | -0% | 0.00 | 0.00 | 0% | |
| Peak Hour Factor Hourly flow rate (vph) | 0.92 46 | 0.92 1 | 0.92 3 | 0.92 0 | 0.92 0 | 0.92 0 | 0.92 0 | 0.92 | 0.92 8 | 0.92 | 0.92 | 0.92 |
| Pedestrians | 40 | | | | U | | ing the U | 3 | 0 | 51 | 18 | 0 |
| Lane Width (ft) | NATION SHOWS AND A | Generalista | | | | | | 747-1511-1531-5-1 0-15-44-5-20-15-15-1 | jagainstaitti. | | | |
| Walking Speed (ft/s) | | | | | eenginekratipagij | | | | | | | |
| Percent Blockage | | | Transfer Metals Transfer States | | | 9813 (1996) SQ 1973 (1996) SQ | | | era delegiore de la vi | | | |
| Right turn flare (veh) | 11:12:15:11:0.11 | 20.000.0.000000 | | 00.000.000.0000.000 | 11. (11. (11. 11. 21. 21. 1 | | | filigh fhind ELI | likiga asalija gatr | FREED FREED FREE | erp Register vit. Szent | 1 |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | 1 1 1 1 1 1 1 1 1 1 1 | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | -37-1 | | 7. 2. 2. 2 · · · · · · · · · · · · · · · · · · | | | | | | | | |
| vC, conflicting volume | 128 | 132 | 18 | 132 | 128 | 7 | 18 | | | 11 | | |
| vC1, stage 1 conf vol | | HANDON CONTO | hasahsa makab | | | Barraga a ar. | | | | ugen i gann i na anara | | autora nun its |
| vC2, stage 2 conf vol | 400 | 400 | 40 | 400 | 400 | | | | | | | |
| vCu, unblocked vol tC, single (s) | 128 7.1 | 132 6.5 | 18 6.2 | 132 7.1 | 128 6.5 | 7 6,2 | 18 | | | 11 | | 10%.010%.05.02 |
| tC, 2 stage (s) | | | 0.2 | velor#xibios | 0,0 | 0,2 | 4.1 | | | 4.1 | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 94 | 100 | 100 | 100 | 100 | 100 | 100 | | | 97 | - | êwaren e |
| cM capacity (veh/h) | 825 | 735 | 1060 | 817 | 739 | 1075 | 1598 | | | 1608 | | |
| Direction, Lane# | EB 1 | NB1 | SB1 | | | | | | | | | |
| Volume Total | 50 | 11 | 70 | | | | | | | | | |
| Volume Left | 46 | 0 | 51 | | T0700 168 T849 T6411 | ****************** | i.C.Wile.monton | innedebálabbe sessi ás | amentanien. | | \$1000000000000000000000000000000000000 | estantidacións. |
| Volume Right | 3 | 8 | 0 | | | | | | | | | |
| cSH | 835 | 1700 | 1608 | | | | | | | : 5.566-5.56114111 | | |
| Volume to Capacity | 0.06 | 0,01 | 0.03 | | | | | | | | iengoda besai | |
| Queue Length 95th (ft) | 5 | 0 | 2 | | | | | | | | | |
| Control Delay (s) | 9.6 | 0.0 | 5.4 | | | ostosu istrium Programa kalj | | | | | | |
| Lane LOS | A | 4000 | . A | po ti kirahagania | | | 77757750111411464 | 100000000000000000 | | FB38077370360000 | | |
| Approach Delay (s) | 9,6 | 0.0 | 5.4 | | | | | | | | | |
| Approach LOS | Α | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | HITTI 1278 1117 1 | ätritooseeteakeete | 6,6 | 50000005551F1559+++1 | | 1 | e e energies, sustains se per consiste | .: /- / | | | er konter processivens | |
| Intersection Capacity Utilization | | | 20.2% | JCl | J Level o | f Service | | | Α | | | |
| Analysis Period (min) | | STORE ENGRAPHISE | 15 | | (Modern Brosser) | NELEGIEVIKEN FIFY | | -0404848EE 004800 | | Y97727422227777 | EPEKEETEEE HELANING | egenes alage |
| | | | | | | | | | | | | |

| | ≯ | → | * | • | + | 4 | * | † | <i>></i> | 1 | ļ | 4 |
|---|---|---|-------------------------|--------------------|-----------------------------|-------------------------------|------------------------|--|--|---|--------------------------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | ሻ | f) | | | र्स | | | (| |
| Volume (veh/h) | 0 | 0 | 0 | 77 | 3 | 14 | 43 | 477 | 0 | 0 | 74 | 323 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% - | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 84 | 3 | 15 | 47 | 518 | 0 | 0 | 80 | 351 |
| Pedestrians | | 241-141823-11661 | sanaan oo sanaan o | | | :7\::\:\:\:\: | | := ::.::= : : ::::::::::::::::::::::::: | :: ::::::::::::::::::::::::::::::::::: | | 3114; \$0,500,500,0147 | L. 12 102 (TEST) (|
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | . 47 2 7 7 7 7 | | <u> </u> | inger states for e | | 15:3:11::::::: | garinis (perside) | 110365-141-111 | | | | |
| Percent Blockage Right turn flare (veh) | | | | | | | Professioner (f. | 200200000000000000000000000000000000000 | 61111200001111300 | MANAGEMENT OF THE PARTY OF THE | | 96000 |
| Median type | | 400000000000000000000000000000000000000 | | | 21:- <u>1:0</u> 25030 | | | None | | nggggungang | None | an an |
| Median storage veh) | | | | | | | | INCIDE. | | 12/11/14/19 | | parameter. Y |
| Upstream signal (ft) | WE 12,46242, 115 | | edne seriege | RESERVE CONTRACTOR | Taristic de la constitución | | Aprende an New York | | 00.000000000000000000000000000000000000 | | | |
| pX, platoon unblocked | | 1.4.142.6794368 ±177 | Çeliyadı. Deletini ilen | | : MACHILIE TIMBUR | vataten fatietett | afewer£httetet | Bertes varieum dan | GTTT (HEW) (ATTURETT | THE CONTROL THE WAY | 1999 W (PEB 910 PB) | 80.00-111111 |
| vC, conflicting volume | 885 | 868 | 256 | 868 | 1043 | 518 | 432 | | # | 518 | | |
| vC1, stage 1 conf vol | | | | | | | | 1 1424 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | e affilier e anné es | nesterf, s. E. He. | ita kaj milija ja kultina tiina inda | |
| vC2, stage 2 conf vol | t i vi Mikaaliya i nd Saasaa kalaasa | des toes con ti | | | | | | | | | | |
| vCu, unblocked vol | 885 | 868 | 256 | 868 | 1043 | 518 | 432 | | | 518 | | |
| tC, single (s) | 7.1 | 6,5 | 6,2 | 7,1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | • | | | | | | |
| tF (s) | 3.5 | 4.0 | 3,3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 68 | 99 | 97 | 96 | | | 100 | | |
| cM capacity (veh/h) | 247 | 278 | 783 | 264 | 220 | 557 | 1128 | | | 1048 | | |
| Direction, Lane# | WB1 | WB 2 | NB1 | SB 1 | | | | | | | | 410-55 |
| Volume Total | 84 | 18 | 565 | 432 | | | | | | | | |
| Volume Left | 84 | 0 | 47 | 0 | | | | | | | | |
| Volume Right | 0 | 15 | 0 | 351 | | | | | | | | |
| cSH | 264 | 438 | 1128 | 1700 | | 76/18877827877877 | | W72000000000000000000000000000000000000 | JE 1995 BATTT TOOLS | | | |
| Volume to Capacity | 0.32 | 0.04 | 0.04 | 0,25 | | | | | | | | |
| Queue Length 95th (ft) | 33 | 3 | 3 | 0 | | | | | | | rain vojagunej kan regangs | ning make |
| Control Delay (s) | 24,8 | 13.6 | 11 | 0,0 | | | | | | | | |
| Lane LOS | C | B | A | 0.0 | SERVICE CONTRACTOR | | | | FRERERE (RESERVE) | | | 200000000000000000000000000000000000000 |
| Approach Delay (s) | 22.8 | | 1.1 | 0.0 | | | | 10000100010000 | | | | |
| Approach LOS | С | | | | | | | | water to company to the contract of the contra | ocana bada angawa wasan | Management Labour Consider a cons | Minimoral Co. |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.7 | V | | | | | | | s is some interesting in the last of | |
| Intersection Capacity Utilization | n | | 65.5% | IC | U Level o | f Service | | | C | | | |
| Analysis Period (min) | | s exite especialists. | 15 | ggans navelines | And Called Deather Chi | escola en ententant de consti | A nest substitution in | - Su Zisto in suu kullisens | s market feltige e.d. | Nadabasa Nak | | 5.0.2023/03 |
| | | | agarra Mirailèi | lagavera ajeku del | | uncenterio | warindi. | | | | | |

| | ۶ | → | * | • | • | • | 4 | † | 1 | \ | ↓ | 4 |
|--|----------------------------|---------------------|--------------------------------------|----------------|----------------------|-----------------------------|---|---|-----------------------------|------------------------------------|---|--|
| Movement. | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | 1→ | | | | | | ĵ. | | | 4 | |
| Volume (veh/h) | 392 | 0 | 34 | 0 | 0 | 0 | 0 | 128 | 83 | 2 | 149 | 0 |
| Sign Control | pagana, asansas a | Stop | a consistencia de la consistencia de | | Stop | | | Free | -4-3 | ./4. ^ 2 | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 426 | 0 | 37 | 0 | 0 | 0 | 0 | 139 | 90 | 2 | 162 | 0 |
| Pedestrians | jagaaraa saasa ka | | | 2022022022 | entertiting | | paratri per come | | | | | EACET MUDBERLE |
| Lane Width (ft) Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | 201-00-00-00-00-00-00-00-00-00-00-00-00-0 | | | | · |
| Right turn flare (veh) | | | | | | | | | | | | RESIDENCE: |
| Median type | filmost on a | | | | | | | None | | | None | 100711055 |
| Median storage veh) | | Assuting the r | 942919 J. 715 J.S | e de meste a | 1112,114 - 1611 | | Nilsy (New Yorks) (19 | | 144-1-1111114-1 | | | |
| Upstream signal (ft) | | (1) | | . Mana | | | | | | | g i sygnunegathres inte En regissionerathres interpr | |
| pX, platoon unblocked | | | , | | | | | | ere wilder for energie \$11 | versioner sitere in terri | | |
| vC, conflicting volume | 351 | 396 | 162 | 388 | 351 | 184 | 162 | | | 229 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 351 | 396 | 162 | 388 | 351 | 184 | 162 | | | 229 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | omskaten T | enament altre en | 7485 GTG 188 | osangng sa | anasilin oktori | rango _n ny aba | en komendario | -115-114 - 1284 - 966 | enderskjederinge | aa agagaa | en skrivetskih svojs | e A Seption vig |
| tF (s) | 3.5 | 4.0 | 3,3 | 3.5 | 4.0 | 3.3 | 2,2 | | | 2.2 | | |
| p0 queue free % | 29 603 | 100 540 | 96 883 | 100 547 | 100 573 | 100 858 | 100 | H120001.811.20001.12 | | 100 1339 | | 1444444444 |
| cM capacity (veh/h) | | | | | 3/3 | 000 | 1417 | | | 1339 | | |
| Direction, Lane# | EB1 | EB 2 | NB1 | SB 1 | | | | | | | | |
| Volume Total | 426 | 37 | 229 | 164 | | | (Mga ayana | | | | | |
| Volume Left | 426 | 0 | 0 | 2 | | | v | | | | | |
| Volume Right | 0 | 37 | 90 | 4000 | | | Ne-en-land | | | | | |
| cSH Volume to Capacity | 603 0.71 | 883 | 1700 0.13 | 1339 | | in minute in the | | · | | versiones. | eurettesk feun | |
| Queue Length 95th (ft) | 143 | 0.04 3 | 0.13 | 0.00 0 | | 10 | | 300121010101111111111111111111111111111 | | | | |
| Control Delay (s) | 24.0 | 9.3 | 0.0 | 0.1 | | | | | Mishigain | tanda - sign - i bar | | 1904/1904 |
| Lane LOS | 24.0 C | 3.3 A | | Α | | | | | | | | 1100 1100 1 |
| Approach Delay (s) | 22,8 | | 0,0 | 0.1 | | | 100000000000000000000000000000000000000 | | | | | 700 F200 A C C C C C C C C C C C C C C C C C C |
| Approach LOS | C | | | | | | *************************************** | | | dra di madania | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | *1000 100 m/m (4) 00 * 400 | | 12.4 | ancomentary as | and and an expension | 201 <u>42</u> 0070358000000 | v.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 0783 5450 KSQT407-40401 | September 1997 | en eller i e e eller e eller eller | a needla en en en en en en en | |
| Intersection Capacity Utilization Analysis Period (min) | l. | | 40.2% 15 | IC | U Level o | f Service | | | Α | | | |
| Alialysis Fulled (IIIII) | | verialis il ilianos | ານ www.com | v Nescendisine | engerada haddidi | odka wagoni | | onagournes atom | E | 1515815584555751 | 58. 8§58 86 6§ 86§§§ | Virginija. |

| | • | | ← | • | - | ⊀ |
|---|--|--|--------------------|--|--|--|
| Movement | EBL | EBT | WBT | -WBR | SBL | SBR |
| Lane Configurations | | च | 4 | | ħγf | |
| Volume (veh/h) | 198 | 37 | 25 | 13 | 13 | 170 |
| Sign Control | | Stop | Stop | | Free | and the materials of the Materials and American American and a community of the American Amer |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 215 | 40 | 27 | 14 | 14 | 185 |
| Pedestrians | | . (,)) | | | -7-25602676676 | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | 1.000 (000 (000 (000 (000 (000 (000 (000 (000 (000 (000 (000 (000 (000 (000(000 (| enter galates | g_tgatatt.tt.ggt | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | V\$501121213174563410 | | FALTIS HIS SECTION | 24.52.200.0000 | targram kompresse | Digitale e est a ment a manuel est de entre organisa proprieta est est est est est de la contra de est de contr |
| Median type | | | | | None | |
| Median storage veh) | | | | | ny ny manana | |
| Upstream signal (ft) | | | | | | ngilikki poki 659 men internet kondon kita kita sandan ya sandan menengilik internet ini bilaka 11 men pengan Sandan sanda sandan sandan sandan manasa sandan |
| oX, platoon unblocked /C, conflicting volume | 148 | 121 | 049 | | | |
| | 140 | [2] | 213 | 0 | | |
| /C1, stage 1 conf vol /C2, stage 2 conf vol | HEE DE PRESIDE DE | werensayr | | 52128833518554 6 0 | *************************************** | |
| /Cu, unblocked vol | 148 | 121 | 213 | 0 | 0 | i en en element de la companya de l La companya de la co |
| C, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| C, 2 stage (s) | | 0.0 | (| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | |
| F (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| 00 queue free % | 72 | 95 | 96 | 99 | 99 | tita. As altrametede histolia (n. 19. aradia), estivo e blasta, est empeda e altre est est esta est en esta e |
| cM capacity (veh/h) | 779 | 763 | 678 | 1085 | 1623 | |
| Direction, Lane# | EB 1 | WB 1 | SB 1 | | | |
| /olume Total | 255 | 41 | 199 | | | |
| /olume Left | 215 | 0 | 14 | | | |
| /olume Right | 0 | 14 | 185 | | | |
| SH | 777 | 778 | 1623 | | | |
| olume to Capacity | 0,33 | 0,05 | 0.01 | | | |
| Queue Length 95th (ft) | 36 | 4 | 1 | | | |
| Control Delay (s) | 11.9 | 9.9 | 0.6 | | | |
| ane LOS | В | Α | Α | | | |
| Approach Delay (s) | 11.9 | 9.9 | 0.6 | | 50.000 000 000 000 000 000 000 000 000 0 | |
| Approach LOS | В | Α | | | | |
| ntersection Summary | | | | | | |
| Average Delay | 22-747-1541-1544-1544 | :/:::::::::::::::::::::::::::::::::::: | 7.2 | n for to the test with | y y y y general to the con- | |
| ntersection Capacity Utiliza | ition | | 37.5% | IC | U Level o | t Service A |
| Analysis Period (min) | | azara ara ara ara ara | 15 | | en new week and nem steet | |

| <i>></i> | | ← | • | \ | 1 | |
|-------------|---------|----------|---|----------|---|--|
| | | | | | | |

| Movement | EBL | EBT | - WBT | WBR | SBL | SBR | | | | |
|---|---|--|--|--|------------------------------------|--|---|--|---------------------------------------|--|
| Lane Configurations | ħ | † | 1> | | ₩ | | A () () () () () () () () () (| | | |
| Volume (veh/h) | 23 | 483 | 386 | 0 | 1 | 22 | | | | |
| Sign Control | | Free | Free | | Stop | resser to made kilometer i res | faller black and all and the second | | | ., |
| Grade | | 0% | 0% | | 0% | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | Christian a train in the | | | |
| Hourly flow rate (vph) | 25 | 525 | 420 | 0 | 1 | 24 | | | | |
| Pedestrians | | | | | a da serta parte activis | egment gar stjale svenskere. | | A | ener er servetet ter far fatte | |
| Lane Width (ft) | | | | | | | | | | |
| Walking Speed (ft/s) Percent Blockage | | | ###################################### | . 158955 N. 1756 | | | | | nasterne en en e | 8 \$45 \$45 \$45 \$45 \$45 \$44 \$44 \$44 \$44 \$45 \$45 |
| Right turn flare (veh) | | | | 110100000000000000000000000000000000000 | | | | | | |
| Median type | | None | None | | Signatur et de | | | | | |
| Median storage veh) | 1.112.116.1747.1112 | HOUG | VOLIG | ng Qerverde | dan menang | | | | retain en rouge | Sinos Sidon dans |
| Upstream signal (ft) | Producerowa was a sector and 26 Maj menangan didikansa | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | | | <u> Partialla</u> | | | | | |
| pX, platoon unblocked | | | | | (.),41 | | | | | J. S. |
| vC, conflicting volume | 420 | | 2000 | | 995 | 420 | | | | |
| vC1, stage 1 conf vol | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | |
| vCu, unblocked vol | 420 | | | | 995 | 420 | | | | |
| tC, single (s) | 4.1 | | | | 6.4 | - 6.2 | | | | |
| tC, 2 stage (s) | eneral ne een grog best | ************* | | | San eren <u>u</u> n <u>La</u> ncer | AMARIN <u>a</u> s <u>a</u> ndharatharata | Neglecken a fragernause and | <u> </u> | | |
| tF (s) | 2.2 | | | | 3,5 | 3.3 | | | | |
| p0 queue free % | 98 | rivažnotos tžastos | en en en en en en | DEREGERANCO | 100 | 96 | 2 4 / | | sameet istaliinin | |
| cM capacity (veh/h) | 1140 | | | | 266 | 634 | | | | |
| Direction, Lane# | EB1 | EB2 | WB 1 | SB1 | | | | | | |
| Volume Total | 25 | 525 | 420 | 25 | 6.000 | | | | | |
| Volume Left | 25 | 0 | 0 | 1 | | | | | Martin and tax of a second control of | |
| Volume Right | 0 | 0 | 0 | 24 | | | | | | |
| cSH | 1140 | 1700 | 1700 | 598 | 5200 Lines (222) |): ::::::::::::::::::::::::::::::::::: | Harrist a A.S. (2003) Sur | | | Q5016164184552813511565113 |
| Volume to Capacity | 0.02 | 0.31 | 0.25 | 0,04 | | | | | | |
| Queue Length 95th (ft) Control Delay (s) | 2 8.2 | 0.0 | 0,0 | 3 11.3 | Bitali faariaa | elijas ereksiya mestvara. | energy, see energy on the pro- | | | |
| Lane LOS | o.∠ A | | U,U | B | 1878/1878 1878/1979 | | | | | |
| Approach Delay (s) | 0.4 | | 0.0 | 11.3 | | | 545. 1111 111-54. 412-11 1 - Francisco (1111-1111) | 5,000,000,000,000 | m seldteja eter | |
| Approach LOS | | ATTERNATION TO SERVICE A STATE OF THE SERVICE AS A STATE OF THE SERVIC | | В | | 5, T (6, 11 to 55, 10 L.) | | F. 1912 F. 1917 F. 191 | | |
| | | la de constante de la constante | | | | | | | | |
| Intersection Summary | | | | | | | | | | |
| Average Delay | market in the representation of the | \ | 0.5 | and the same of th | Transaction | | | | | |
| Intersection Capacity Utiliza | auon | | 35.4% | ICU | Level of | f Service | | A A | | |
| Analysis Period (min) | | | 15 | | | | | 3,747((8)(2 <u>5)</u> 3.34. | | |
| | | | | | | | gerber seiten. | | | |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 12.1 | | | | | | | | | | | |
| Intersection LOS | В | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 243 | 135 | 111 | 0 | 25 | 150 | 23 | 0 | 121 | 3 | 15 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 256 | 142 | 117 | 0 | 26 | 158 | 24 | 0 | 127 | 3 | 16 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| | | | | | | | | | | | | |

| Approach | EB | WB | NB |
|----------------------------|------|------|------|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 2 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 2 | 3 |
| HCM Control Delay | 12.6 | 11.6 | 12.3 |
| HCM LOS | В | В | В |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 77% | 0% | |
| Vol Thru, % | 0% | 17% | 0% | 100% | 29% | 0% | 100% | 0% | 23% | 0% | |
| Vol Right, % | 0% | 83% | 0% | 0% | 71% | 0% | 0% | 100% | 0% | 100% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 121 | 18 | 243 | 90 | 156 | 25 | 150 | 23 | 13 | 97 | |
| LT Vol | 0 | 3 | 0 | 90 | 45 | 0 | 150 | 0 | 3 | 0 | |
| Through Vol | 0 | 15 | 0 | 0 | 111 | 0 | 0 | 23 | 0 | 97 | |
| RT Vol | 121 | 0 | 243 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | |
| Lane Flow Rate | 127 | 19 | 256 | 95 | 164 | 26 | 158 | 24 | 14 | 102 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.262 | 0.033 | 0.468 | 0.16 | 0.255 | 0.053 | 0.293 | 0.04 | 0.028 | 0.18 | |
| Departure Headway (Hd) | 7.404 | 6.318 | 6.591 | 6.086 | 5.582 | 7.194 | 6.687 | 5.978 | 7.427 | 6.338 | |
| Convergence, Y/N | Yes | |
| Cap | 484 | 564 | 545 | 588 | 642 | 496 | 535 | 596 | 480 | 564 | |
| Service Time | 5.174 | 4.087 | 4.344 | 3.838 | 3.335 | 4.96 | 4.453 | 3.744 | 5.198 | 4.109 | |
| HCM Lane V/C Ratio | 0.262 | 0.034 | 0.47 | 0.162 | 0.255 | 0.052 | 0.295 | 0.04 | 0.029 | 0.181 | |
| HCM Control Delay | 12.8 | 9.3 | 15.1 | 10 | 10.3 | 10.4 | 12.2 | 9 | 10.4 | 10.5 | |
| HCM Lane LOS | В | Α | С | Α | В | В | В | А | В | В | |
| HCM 95th-tile Q | 1 | 0.1 | 2.5 | 0.6 | 1 | 0.2 | 1.2 | 0.1 | 0.1 | 0.7 | |

| Intersection | | | | |
|----------------------------|------|------|------|------|
| Intersection Delay, s/veh | | | | |
| Intersection LOS | | | | |
| Movement | SBU | SBL | SBT | SBR |
| Vol, veh/h | 0 | 10 | 3 | 97 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 11 | 3 | 102 |
| Number of Lanes | 0 | 0 | 1 | 1 |
| | | | | |
| Approach | | SB | | |
| Opposing Approach | | NB | | |
| Opposing Lanes | | 2 | | |
| Conflicting Approach Left | | WB | | |
| Conflicting Lanes Left | | 3 | | |
| Conflicting Approach Right | | EB | | |
| Conflicting Lanes Right | | 3 | | |
| HCM Control Delay | | 10.5 | | |
| HCM LOS | | В | | |
| | | | | |
| Lane | | | | |

Α

HCM LOS

| Intersection | | | | | | | | | | | | |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 8.6 | | | | | | | | | | | |
| Intersection LOS | А | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 71 | 41 | 37 | 0 | 28 | 33 | 36 | 0 | 58 | 11 | 36 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 75 | 43 | 39 | 0 | 29 | 35 | 38 | 0 | 61 | 12 | 38 |
| Number of Lanes | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 |
| | | | | | | | | | | | | |
| Approach | | EB | | | | WB | | | | NB | | |
| Opposing Approach | | WB | | | | EB | | | | SB | | |
| Opposing Lanes | | 3 | | | | 3 | | | | 1 | | |
| Conflicting Approach Left | | SB | | | | NB | | | | EB | | |
| Conflicting Lanes Left | | 1 | | | | 2 | | | | 3 | | |
| Conflicting Approach Right | | NB | | | | SB | | | | WB | | |
| Conflicting Lanes Right | | 2 | | | | 1 | | | | 3 | | |
| HCM Control Delay | | 8.7 | | | | 8.4 | | | | 8.8 | | |
| | | | | | | | | | | | | |

Α

Α

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 84% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 18% | |
| Vol Thru, % | 16% | 0% | 0% | 100% | 0% | 0% | 100% | 23% | 13% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 77% | 70% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 69 | 36 | 71 | 41 | 37 | 28 | 22 | 47 | 79 | |
| LT Vol | 11 | 0 | 0 | 41 | 0 | 0 | 22 | 11 | 10 | |
| Through Vol | 0 | 36 | 0 | 0 | 37 | 0 | 0 | 36 | 55 | |
| RT Vol | 58 | 0 | 71 | 0 | 0 | 28 | 0 | 0 | 14 | |
| Lane Flow Rate | 73 | 38 | 75 | 43 | 39 | 29 | 23 | 49 | 83 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.117 | 0.049 | 0.121 | 0.064 | 0.05 | 0.049 | 0.035 | 0.067 | 0.117 | |
| Departure Headway (Hd) | 5.81 | 4.69 | 5.814 | 5.311 | 4.606 | 5.928 | 5.425 | 4.886 | 5.059 | |
| Convergence, Y/N | Yes | |
| Cap | 615 | 760 | 615 | 672 | 774 | 602 | 657 | 730 | 705 | |
| Service Time | 3.562 | 2.442 | 3.562 | 3.059 | 2.354 | 3.683 | 3.179 | 2.639 | 2.812 | |
| HCM Lane V/C Ratio | 0.119 | 0.05 | 0.122 | 0.064 | 0.05 | 0.048 | 0.035 | 0.067 | 0.118 | |
| HCM Control Delay | 9.3 | 7.7 | 9.4 | 8.4 | 7.6 | 9 | 8.4 | 8 | 8.5 | |
| HCM Lane LOS | Α | Α | Α | Α | Α | Α | Α | Α | А | |
| HCM 95th-tile Q | 0.4 | 0.2 | 0.4 | 0.2 | 0.2 | 0.2 | 0.1 | 0.2 | 0.4 | |

| Intersection | | | | | | |
|----------------------------|------|------|------|------|--|--|
| Intersection Delay, s/veh | | | | | | |
| Intersection LOS | | | | | | |
| Movement | SBU | SBL | SBT | SBR | | |
| Vol, veh/h | 0 | 14 | 10 | 55 | | |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | | |
| Mvmt Flow | 0 | 15 | 11 | 58 | | |
| Number of Lanes | 0 | 0 | 1 | 0 | | |
| | | | | | | |
| Approach | | SB | | | | |
| Opposing Approach | | NB | | | | |
| Opposing Lanes | | 2 | | | | |
| Conflicting Approach Left | | WB | | | | |
| Conflicting Lanes Left | | 3 | | | | |
| Conflicting Approach Right | | EB | | | | |
| Conflicting Lanes Right | | 3 | | | | |
| HCM Control Delay | | 8.5 | | | | |
| HCM LOS | | Α | | | | |
| | | | | | | |
| Lane | | | | | | |

| | * | - | • | • | 4 | • | 4 | † | 1 | 1 | ! | 1 |
|---|---|---------------------------|---|------------------|---------------------------------------|--|---|------------------------------|---|-----------------------------|--|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | ኻ | ĵ. | | | 4 | <u> </u> | | 4 | |
| Volume (veh/h) | 0 | 0 | 0 | 6 | 1 | 53 | 5 | 87 | 0 | 0 | 59 | 67 |
| Sign Control | | Stop | | | Stop | | ,.,, | Free | | 5. 2. 4. 5. W. million | Free | *.``\ |
| Grade | | 0% | | | - 0% | | | 0% | | | - 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 7 | 1 | 58 | 5 | 95 | 0 | 0 | 64 | 73 |
| Pedestrians | .: \$1.: 15.xxx | | | **: | egonino de la activa cintra | 66-1-1-1-1 | | | | mananan mananan | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | 498666666666 | katan cartaga | | | | | Karangangan Redi | sie bisospieroni | | | -3148855878-4-357885 | H-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1 |
| Percent Blockage Right turn flare (veh) | VEC11511712X15 | | | | | | | | | | | |
| Median type | | | 23:000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; 0000; | | 194737434343492596 | | · :::::::::::::::::::::::::::::::::::: | None | olegies in sin | | Mono | P1111111111111111111111111111111111111 |
| Median storage veh) | | | | | | | | None | | | None | |
| Upstream signal (ft) | | | | | Ni Miliandi (1915) Miliandi (1916) | ing constant | enament. | | | | | |
| pX, platoon unblocked | | | in Karma | | | | | | | | | 4000000 |
| vC, conflicting volume | 264 | 206 | 101 | 206 | 242 | 95 | 137 | | | 95 | | |
| vC1, stage 1 conf vol | | Lata de la Prilla Caranta | | **************** | a crestal distriction | ment station | Professional Transfer | rti o tiintiriiki. | | er er er er gyffir fyr egyr | and the transition of the Age | nd dired |
| vC2, stage 2 conf vol | | Yn Carley Shi | | | | | | | | | | |
| vCu, unblocked vol | 264 | 206 | 101 | 206 | 242 | 95 | 137 | | THE STREET STREET | 95 | - | |
| tC, single (s) | 7.1 | 6,5 | 6,2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | rangere menang | | | | | | | | |
| tF(s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 94 | 100 | | | 100 | | 175617775157 |
| cM capacity (veh/h) | 645 | 688 | 955 | 750 | 657 | 962 | 1447 | | | 1499 | | |
| Direction, Lane # | WB1 | WB 2 | NB1 | SB1 | | | | | | | | |
| Volume Total | 7 | 59 | 100 | 137 | | | | | | | | |
| Volume Left | 7 | 0 | 5 | 0 | | | | | | | | |
| Volume Right | 0 | 58 | 0 | 73 | | ###################################### | | | | | | |
| cSH | 750 | 954 | 1447 | 1700 | 2 1 7637627777777777 | 3077000000000000 | | | | | | FX 55555 FF 5 5 5 5 |
| Volume to Capacity | 0.01 | 0.06 | 0.00 | 0.08 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 5 | 0 | 0 | conditatorii (nebri | 25127777777 | V. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. | | kinskoppykasyb | agrikese britiski (Ski | | |
| Control Delay (s) Lane LOS | 9.8 | 9.0 | 0.4 | 0.0 | | | | | | | | |
| Approach Delay (s) | A 9,1 | A | A 0.4 | 0,0 | | | accar Mouseolisi | TO CONTRACTOR | TE 2015 | | | 19912755 |
| Approach LOS | ا , ا | | V.4 | 0.0 | | | | | | | | 0.00000000 |
| • • | · /\ | | | | STATISTICA (PRANCISA SA | | | | | | upog exclude a fulfillatio proposition of Alba | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.1 | operatornia ilia | r <u>angasennessara</u> nan | grggreen russerr | 100000000000000000000000000000000000000 | TO DESCRIPTION OF THE PARTY. | ent some mengmans semest to | nako angga sa sa sa - | | |
| Intersection Capacity Utilization | n i i i i i i i i i i i i i i i i i i i | | 18.7% | ICI | J Level o | f Service | | | A | | | |
| Analysis Period (min) | iigidawa | | 15 | | | | | | | on no succession | ang sa | |

| | • | - | * | • | ← | • | 4 | 1 | 1 | - | ↓ | 1 |
|---------------------------------------|---------------------|----------------------------|---------------------|------------------------------|---------------------|---|---|---|---|----------------------------------|--|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | 1 | | | 4 | |
| Volume (veh/h) | 82 | 2 | 4 | 0 | 0 | 0 | 0 | 10 | 10 | 46 | 19 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | <u> </u> | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 89 | 2 | 4 | 0 | 0 | 0 | 0 | 11 | 11 | 50 | 21 | 0 |
| Pedestrians | | | pat vartellerennenn | | nc: 6:56::560:00 | ennemistration | | . ******************** | perception of the second | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | <u> 3. Norman diserció</u> | | | | | | | | - 1986 TELEVIS | w.: | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) Median type | | | | | | | | Mone | <u> 1075300730048</u> | | Niana | 5, 101000 00 00 1 TT::::::::::::::::::::::::::::::::::: |
| Median storage veh) | | | va vaaren | | | 40 3 9 402 3380. | | None | | | None | |
| Upstream signal (ft) | | San Amarikan | | | | | * | | | 20020000 | | YEE CHEE |
| pX, platoon unblocked | Magazini (Kaliania | | | | | | | | | | | |
| vC, conflicting volume | 137 | 142 | 21 | 142 | 137 | 16 | 21 | | | 22 | | |
| vC1, stage 1 conf vol | | 777771.4 4. 53 | | :::::::: | | | ogazzon-ukag | 1112/1111419111111 | | | naporano di Aria | 101512509 |
| vC2, stage 2 conf vol | | | | | | | | 5.034 (ACC) 765.76 5.034 (ACC) 765.76 | | | | |
| vCu, unblocked vol | 137 | 142 | 21 | 142 | 137 | 16 | 21 | 0.000.000000000000000000000000000000000 | 901.1394.005.,/Qut | 22 | | |
| tC, single (s) | 7,1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | • | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 89 | 100 | 100 | 100 | 100 | 100 | 100 | ., | (| 97 | | |
| cM capacity (veh/h) | 814 | 725 | 1057 | 802 | 730 | 1063 | 1595 | | | 1594 | | |
| Direction, Lane# | EB1 | NB 1 | SB 1 | | | | | | | | | |
| Volume Total | 96 | 22 | 71 | | | | | | | | | |
| Volume Left | 89 | 0 | 50 | t en autonoprotente a tratte | | | | | | | | |
| Volume Right | 4 | 11 | 0 | | | | | | | | | |
| cSH | 820 | 1700 | 1594 | 1816 composta conta | | 111110000000000000000000000000000000000 | | 70-04-84 June 520 | | | | 110000000 |
| Volume to Capacity | 0.12 | 0.01 | 0.03 | | | | | | | | | |
| Queue Length 95th (ft) | 10 | 0 | 2 | intorona e se ra rec | ta Estration (Sign | yaya enda sahirida dili | : 6:2:::::::::::::::::::::::::::::::::: | : 61(41-111-141-175)) + 1 | 34455445555555 | | | |
| Control Delay (s) Lane LOS | 10.0 | 0,0 | 5.3 | Missisisisisi | | | | | | | | |
| Approach Delay (s) | A 10.0 | 0.0 | A 5,3 | | CENTRALIS 16455 100 | | | o contrate to the third for the financial constitution | | | | meryensan |
| Approach LOS | Α | v.v | J.J | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 7.0 | | | | rantanany isanga. | 20000000000000000 | 2.7756.7122.2.11747 | (500,0) (= 40, 1 = 10.0 = 1 = 1 | | |
| Intersection Capacity Utiliz | ation | | 21.8% | ICI | J Level o | f Service | | | Α | | | |
| Analysis Period (min) | iáki sámo szeckásás | | 15 | NEW CONTROL OF | | | | FICERALISM VENUE | ##10755515650F################################### | 27-262-522-282 | en Protesta de la composição de la compo | 1104013944 |

APPENDIX E

CUMULATIVE PROJECT INFORMATION

Table 8–1
Cumulative Projects Trip Generation Summary

| Sl. No. | Project Number | Project Name | Land Use | Intensity | Unit | Daily Trips | PM Trips | PM In | PM Out |
|---------|--------------------|-------------------------------------|--|-----------|-----------|-------------|----------|-------|--------|
| 1 | 350010-005 | Cronin Light Industrial | Industrial Park | 33.5 | TSF | 536 | 64 | 13 | 51 |
| 2 | 3500 03-073- 01 | DGJM Self Storage | Storage | 119.78 | TSF | 240 | 22 | 11 | 11 |
| | | | Specialty Retail | 25 | TSF | 1,000 | 90 | 45 | 45 |
| 3 | 3500 01-064- 01 | Alpine Regional Center Expansion | Bank with Drive- Through | 2 | TSF | 400 | 40 | 20 | 20 |
| | 2200 64 010 | | | | Sub-Total | 1,400 | 130 | 65 | 65 |
| 4 | 3300 64-018- 04 | Alpine Convalescent | Convalescent | 29 | Beds | 87 | 6 | 2 | 4 |
| | | | Specialty Retail | 5.525 | TSF | 221 | 20 | 10 | 10 |
| 5 | 3500 10-022 | Victoria Village | Condominiums | 4 | DU | 32 | 3 | 2 | 1 |
| | | | | | Sub-Total | 253 | 23 | 12 | 11 |
| 6 | 3100 5431 | Victoria Estates | Rural Estates | 35 | DU | 420 | 42 | 29 | 13 |
| 7 | N/A | Alpine High School | High School | 1,100 | Students | 1,430 | 143 | 57 | 86 |
| 8 | N/A | Library | Library | 13 | KSF | 650 | 65 | 32 | 33 |
| 9 | N/A | Walker Health Clinic | Dental and Standard Commercial Office | 26.4 | KSF | 939 | 108 | 29 | 79 |
| | | Total Cumulative P | Project Trips | | • | 5,955 | 603 | 250 | 353 |

General Note:

a. N/A - Not available.

APPENDIX F

EXISTING + PROJECT PEAK HOUR INTERSECTION CALCULATION SHEETS

| | ۶ | - | • | • | • | • | 4 | † | 1 | - | ↓ | 4 |
|---|-----------------------------------|---|------------------|--|---|---|----------------------|--|---|--|---|----------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | * | f) | | | 4 | | | β | |
| Volume (veh/h) | 0 | 0 | 0 | 61 | 1 | 6 | 35 | 297 | 0 | 0 | 105 | 256 |
| Sign Control | | Stop | | | Stop | | | Free | | *************************************** | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 66 | | 7 | 38 | 323 | 0 | 0 | 114 | 278 |
| Pedestrians | i news yman a generalay ges | 4 | | | | | | ng a na ang agg nggmaganana ana | | | en, incores in comercinosura | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | Marka de Sala de Cara d Cara de Cara d | TTC: TEA 1 1400 | Parata nghwasa | r (1905) er fizz turngungung seker | | 12.12.12.22.20.27.27 | | | | | 040048848 |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | 99 49 55366786955673578555 | | 1744661846701867 | :::::::::::::::::::::::::::::::::::::: | | : - 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: 2: | | HENGIESE | 500000000000000000000000000000000000000 | e nagoto netro de co | | 1717777777 |
| Median type Median storage veh) | | | | 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1 | | viskijsk | | None | | | None | |
| Upstream signal (ft) | | ēra ir ir viet tradicija. | | (Service Course | | | 36362688686868 | masaaka | elena engen | | | |
| pX, platoon unblocked | | | | | | | | ** *********************************** | | | | HARRIN |
| vC, conflicting volume | 659 | 652 | 253 | 652 | 791 | 323 | 392 | | | 323 | | |
| vC1, stage 1 conf vol | | | YOU HOVE | | a and Malani | | | | | | ******************* | |
| vC2, stage 2 conf vol | | | | | | 150,500 to 150,500 150,500 to 150,500 to 150,500 | | | | | | |
| vCu, unblocked vol | 659 | 652 | 253 | 652 | 791 | 323 | 392 | product (5065: 5065) | 10000019988 | 323 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | VI (1871-1871-1871-1871-1871-1871-1871-1871 | |
| tC, 2 stage (s) | | | | | | | | | *************************************** | | | |
| tF (s) | 3.5 | 4.0 | 3,3 | 3.5 | 4,0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 82 | 100 | 99 | 97 | | | 100 | | |
| cM capacity (veh/h) | 363 | 374 | 785 | 371 | 311 | 718 | 1166 | | | 1237 | | |
| Direction, Lane# | WB 1 | WB 2 | NB1 | SB1 | | | | | | | | |
| Volume Total | 66 | 8 | 361 | 392 | | | | | | A. 1280 C | | |
| Volume Left | 66 | 0 | 38 | 0 | 4. 4. 33. 5. 11. 31. 31. | | , | | | | | |
| Volume Right | 0 | 7. | 0 | 278 | | | | | | | | 2012 (1993) 2012 (1993) |
| cSH | 371 | 605 | 1166 | 1700 | 11 MC MITTER 144 | | | | | | 70000000000000 | |
| Volume to Capacity | 0.18 | 0.01 | 0.03 | 0.23 | | | | | | | | |
| Queue Length 95th (ft) | 16 | 1 | 3 | 0 | F6576156774576165 | facitifalifilia essa s | H | et ti låt lette there i | | | | |
| Control Delay (s) | 16.8 | 11.0 | 1.2 | 0,0 | nijas (autris | | | | | | | |
| Lane LOS Approach Delay (s) | C 16.2 | B | A 1,2 | 0.0 | | 78000777783774800 | 025011220N60001180 | green to the sustance. | | \$144.150.00000000000000000000000000000000 | | 500000000 |
| Approach LOS | 10.2 C | | Jı≱ | 0.0 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.0 | comment was being a self-felicities of the se | *************************************** | | // #/Yester / #/ | | | | | |
| Intersection Capacity Utiliza | ition | | 52.2% | ICI | J Level o | f Service | | | Α | | | |
| Analysis Period (min) | 102 2577,2772 | | 15 | | | | | *************** | 100 PM 10 PM 47 11 M | Halandari nasa Sa | | 1111 100 100 |
| Every Control of the | Sicred Height Light (Nation | BIND NEW YORK STREET | ariunguraran. | Perchasion and a second a second and a second a second and a second and a second and a second and a second an | | | 2000 | 080840886790 | | YEOGEN HERSE | H495B82554656565 | 99769715 |

| | ≯ | | * | * | * | • | 4 | † | / | 1 | 1 | 4 |
|--|---------------------|----------------------------------|---------------------------------------|------------------------|--------------------------|---|---|--|--|---------------------------|---|-----------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | 7> | | | | | | ĵ _a | | | 4 | |
| Volume (veh/h) | 211 | 0 | 57 | 0 | 0 | 0 | 0 | 121 | 105 | 2 | 164 | 0 |
| Sign Control | | Stop | eengenteesse | | Stop | en ordonina e asosa e esa a a | | Free | enovement is a east to a color | | Free | |
| Grade | 0.00 | 0% | | 0.00 | 0% | | | 0% | | | 0% | |
| Peak Hour Factor Hourly flow rate (vph) | 0.92 229 | 0.92 0 | 0.92 62 | 0.92 0 | 0.92 0 | 0.92 0 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Pedestrians | | | 02 | | : | ing a serie | 0 | 132 | 114 | 2 | 178 | 0 |
| Lane Width (ft) | | | | | | | | | | | i pristina di p | |
| Walking Speed (ft/s) | | 9 - 89 19 JEE 69, <u>22</u> 69 | | | | -1.:.:1-11:11:11:11:11:11:11:11:11:11:11:11:1 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | |
| Percent Blockage | | | | | | | | agita eta e errena. Mada katagalian d | | | | |
| Right turn flare (veh) | | | | | | enie es in Nili Milia | /s-> | | s 1 - s - 12 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - | | | Annea Count |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | ova karaja, opens | | apaysaan, an ar ar ar ar | ak heritata entrala da | | | en Lija, mjetani 20.000 | | 75 174 | aem turtinus. | | turness turnes |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked vC, conflicting volume | 371 | 428 | | 300 | 974 | | 370 | | 22172:007:707000 | 040 | inarrana etaki | titistitis va |
| vC1, stage 1 conf vol | | 420 | 178 | 433 | 371 | 189 | 178 | | | 246 | ing inigilih | |
| vC2, stage 2 conf vol | | | | | | ng da wanying Usuwan Nasan | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | TSS the Redeate | | | nerano | hasinnang |
| vCu, unblocked vol | 371 | 428 | 178 | 433 | 371 | 189 | 178 | | | 246 | | |
| tC, single (s) | 7.1 | 6.5 | 6,2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | 20-55-60 55-55-55-54-61 | 5715 57107 7214 |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3,3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 61 | 100 | 93 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 585 | 518 | 865 | 494 | 558 | 853 | 1398 | | | 1320 | (reconsententină | |
| Direction, Lane# | EB1 | EB 2 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 229 | 62 | 246 | 180 | | | | | | | | |
| Volume Left | 229 | 0 | 0 | 2 | demakka sakitiraa d | COLUMN TO SERVICES. | | e Price Ne Gardona | pranta respecta e establicada da como | FFT-1400 1904 A FFT-01897 | | San and Bases and San |
| Volume Right cSH | 585 | 62 | 114 | 1200 | | | | | | | | |
| Volume to Capacity | 0.39 | 865 0.07 | 1700 0.14 | 1320 0.00 | | | HARRENGE GE | | | onskoronsi | | |
| Queue Length 95th (ft) | 46 | 6 | 0.14 | 0.00 | | | | | | | | |
| Control Delay (s) | 15.1 | 9,5 | 0.0 | 0.1 | | | i, marts etaks Verelis etaks | | | | | |
| Lane LOS | C | Α | · · · · · · · · · · · · · · · · · · · | Α | Eggggggggggggg | wiej schiedjarji | | atapet prominent et | Selfaringer (1975) | | | tang teets |
| Approach Delay (s) | 13,9 | | 0.0 | 0.1 | resignoscoci | | | | | | | 10000000000 |
| Approach LOS | В | -: | | | | | | | | 1279533355555 | . 13562 18819111 | 111111111111 |
| Intersection Summary | TELLION STATES | | | | | | | | | | | |
| Average Delay | | - | 5.7 | | | | | | | | | |
| Intersection Capacity Utilizati | on | | 31.1% | ICI | J Level o | f Service | | | Α | | | |
| Analysis Period (min) | 91001131731.75.11.7 | SeeEleve state est | 15 | | Al-Cara no effect to the | | | . 2. N. et Steve e v en en | | | 1.472.63.5.4.5 8 | |
| | | | | | | | | | | | | |

| ၨ | → | ← | • | \ | 1 |
|---|----------|----------|---|----------|---|
| | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|-------------|---|---------------------------|---|--|--|
| Lane Configurations | W | 4 | 1> | | ¥y# | |
| Volume (veh/h) | 209 | 25 | 31 | 17 | 32 | 189 |
| Sign Control | | Stop | Stop | | Free | MA AT THE ACT OF THE PARTY OF THE ACT OF THE |
| Grade | | - 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 227 | 27 | 34 | 18 | 35 | 205 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | . engelenning i na a mann | | | |
| Median type | | | | | None | |
| Median storage veh) | | - Friging 1 - Friedrich 18 - 18 - 18 - 18 - 18 - 18 - 18 - 18 | | ioni vieni none, | a saaraa ka | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | 000 | 700000 7 0000 | | | ************************************** | The Control of the Co |
| vC, conflicting volume | 208 | 172 | 275 | 0 | 0 | |
| vC1, stage 1 conf vol | | | 965476.26.26.26. | vastreategas s | | |
| vC2, stage 2 conf vol vCu, unblocked vol | 208 | 172 | 275 | | | |
| tC, single (s) | 7.1 | 6.5 | 275 6.5 | 0 6.2 | 0 4.1 | |
| tC, 2 stage (s) | arred (I.S. | 0.0 | 0.0 | 0.2 | es d .les | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 67 | 96 | 95 | 98 | 98 | |
| cM capacity (veh/h) | 695 | 705 | 619 | 1085 | 1623 | |
| Direction, Lane # | EB 1 | WB1 | SB1 | 1000 | 1020 | |
| Volume Total | 254 | 52 | 240 | | | |
| Volume Left | 227 | 0 | 35 | | | |
| Volume Right | 0 | 18 | 205 | | nagaran. | |
| cSH | 696 | 730 | 1623 | | | |
| Volume to Capacity | 0.37 | 0.07 | 0.02 | | | |
| Queue Length 95th (ft) | 42 | 6 | 2 | | | |
| Control Delay (s) | 13.1 | 10.3 | 1.2 | | | |
| Lane LOS | В | В | Α | 1.0011.0200.12552111.2 | | |
| Approach Delay (s) | 13.1 | 10.3 | 1.2 | | | |
| Approach LOS | В | В | | | ###################################### | |
| Intersection Summary | | TEXT ELECTIVE AND A reserver | | | | |
| Average Delay | | | 7.6 | | | |
| Intersection Capacity Utilization | | | 7.0 39.7% | ച്ച | م امیرم ا | of Service A |
| Analysis Period (min) | | | 35.1 76 15 | | react O | VI VOI VICE |
| And the second second | | | | 110000000000000000000000000000000000000 | | |

| | ᄼ | - | ← | * | \ | 4 | | |
|--|------------------------------|------------------------------|--------------------|---------------------------------|---|--|--|---|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | | |
| Lane Configurations | ሻ | ተ | \$ | | 141 | | | |
| Volume (veh/h) | 42 | 209 | 223 | 3 | 0 | 53 | | |
| Sign Control | C. (27.54) | Free | Free | | Stop | | | a selve di como e e e e e e e e e e e e e e e e e e |
| Grade | | 0% | 0% | | 0% | | | |
| Peak Hour Factor Hourly flow rate (vph) | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | \$ | 474 (mark) 1944 (1944 (1944 (1944 (19 |
| Pedestrians | 46 | 227 | 242 | 3 | 0 | 58 | | |
| Lane Width (ft) | | | | | | | | |
| Walking Speed (ft/s) | Person (1777-1982) | 34(1) ((1-1)177177 | | | 1 <u> </u> | | * | |
| Percent Blockage | | | | | | | | |
| Right turn flare (veh) | | | | | 2 - William 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 | | | fotologic electron remonstrees l'épic l'élissie |
| Median type | | None | None | | | | | |
| Median storage veh) | FEE-Merceure au grane | vegegggees of the con- | | (. 11.111.259333.11 | en e en esta e estata. | | | |
| Upstream signal (ft) pX, platoon unblocked | | | | | | | | |
| vC, conflicting volume | 246 | | | | 562 | | # 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | |
| vC1, stage 1 conf vol | 240 | | | | J02 | 244 | | |
| vC2, stage 2 conf vol | | | | | | | | TASSALLINA CARRIGINATION IS |
| vCu, unblocked vol | 246 | erreres (S.J. S.A. | (- (| P0 35403 a . 14 811, 22 70 70 7 | 562 | 244 | | |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 | | |
| tC, 2 stage (s) | 7338884 <u>2</u> 46 <u>4</u> | 2000 TOWN TO THE TOWN TO THE | | | 25 | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 | | |
| p0 queue free % cM capacity (veh/h) | 97 1320 | 16121115141414 | hagatta sili sissa | 4494655765755556 | 100 | 93 705 | | |
| 200.044 | | | United at | | 471 | 795 | | |
| Direction, Lane # Volume Total | EB1 | EB 2 | WB1 | SB1 | hari unda inga | Takan Maria Ma | | |
| Volume Left | 46 46 | 227 0 | 246 0 | 58 0 | | | | |
| Volume Right | 0 | 0 | 3 | 58 | | | | |
| :SH | 1320 | 1700 | 1700 | 795 | | | | |
| Volume to Capacity | 0.03 | 0,13 | 0.14 | 0.07 | | | | |
| Queue Length 95th (ft) | 3 | 0 | 0 | 6 | | | ni wa fadilii daomo to potenii 1940 | Sübbabi orong The model ab Babbi bib Babbi S |
| Control Delay (s) | 7.8 | 0,0 | 0.0 | 9.9 | | | | |
| ane LOS | Α | | | A | \$57\$1.111.814.e | TTT 1876 | | |
| Approach Delay (s) Approach LOS | 1.3 | | 0,0 | 9.9 A | | | | |
| ntersection Summary | | | | | | | | |
| \verage Delay | | | 1.6 | | | | | |
| ntersection Capacity Utilization | | | 28.6% | ICU | Level of | Service | Α | |
| Analysis Period (min) | | . (| 15 | ga tibo is Perencia artic | Augustinia (c. | | | |
| | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 9.4 | | | | | | | | | | | |
| Intersection LOS | А | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 93 | 130 | 56 | 0 | 8 | 151 | 2 | 0 | 54 | 0 | 2 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 98 | 137 | 59 | 0 | 8 | 159 | 2 | 0 | 57 | 0 | 2 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|------|-----|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 2 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 2 | 3 |
| HCM Control Delay | 9.1 | 10.1 | 9.8 |
| HCM LOS | А | В | А |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | |
| Vol Thru, % | 0% | 0% | 0% | 100% | 44% | 0% | 100% | 0% | 0% | 0% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 56% | 0% | 0% | 100% | 0% | 100% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 54 | 2 | 93 | 87 | 99 | 8 | 151 | 2 | 4 | 78 | |
| LT Vol | 0 | 0 | 0 | 87 | 43 | 0 | 151 | 0 | 0 | 0 | |
| Through Vol | 0 | 2 | 0 | 0 | 56 | 0 | 0 | 2 | 0 | 78 | |
| RT Vol | 54 | 0 | 93 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | |
| Lane Flow Rate | 57 | 2 | 98 | 91 | 105 | 8 | 159 | 2 | 4 | 82 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.101 | 0.003 | 0.159 | 0.135 | 0.144 | 0.014 | 0.246 | 0.003 | 0.007 | 0.118 | |
| Departure Headway (Hd) | 6.412 | 5.212 | 5.85 | 5.347 | 4.951 | 6.066 | 5.563 | 4.86 | 6.386 | 5.186 | |
| Convergence, Y/N | Yes | |
| Cap | 555 | 679 | 610 | 667 | 719 | 587 | 642 | 730 | 557 | 685 | |
| Service Time | 4.199 | 2.999 | 3.615 | 3.112 | 2.716 | 3.835 | 3.333 | 2.629 | 4.167 | 2.967 | |
| HCM Lane V/C Ratio | 0.103 | 0.003 | 0.161 | 0.136 | 0.146 | 0.014 | 0.248 | 0.003 | 0.007 | 0.12 | |
| HCM Control Delay | 9.9 | 8 | 9.7 | 9 | 8.6 | 8.9 | 10.2 | 7.6 | 9.2 | 8.7 | |
| HCM Lane LOS | А | Α | Α | Α | Α | Α | В | Α | Α | Α | |
| HCM 95th-tile Q | 0.3 | 0 | 0.6 | 0.5 | 0.5 | 0 | 1 | 0 | 0 | 0.4 | |

| Intersection | | | | |
|----------------------------|------|------|------|------|
| Intersection Delay, s/veh | | | | |
| Intersection LOS | | | | |
| Movement | SBU | SBL | SBT | SBR |
| Vol, veh/h | 0 | 4 | 0 | 78 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| | | | | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 4 | 0 | 82 |
| Number of Lanes | 0 | 0 | 1 | 1 |
| | | | | |
| Approach | | SB | | |
| Opposing Approach | | NB | | |
| Opposing Lanes | | 2 | | |
| Conflicting Approach Left | | WB | | |
| Conflicting Lanes Left | | 3 | | |
| Conflicting Approach Right | | EB | | |
| Conflicting Lanes Right | | 3 | | |
| HCM Control Delay | | 8.7 | | |
| HCM LOS | | Α | | |
| | | | | |
| 1 | | | | |
| Lane | | | | |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 8.5 | | | | | | | | | | | |
| Intersection LOS | Α | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 65 | 39 | 31 | 0 | 15 | 37 | 25 | 0 | 21 | 7 | 27 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 68 | 41 | 33 | 0 | 16 | 39 | 26 | 0 | 22 | 7 | 28 |
| Number of Lanes | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 |
| | | | | | | | | | | | | |
| Approach | | EB | | | | WB | | | | NB | | |
| Opposing Approach | | WB | | | | EB | | | | SB | | |
| Opposing Lanes | | 3 | | | | 3 | | | | 1 | | |
| Conflicting Approach Left | | SB | | | | NR | | | | FR | | |

| Арргоасті | LD | VVD | IND |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 1 | 3 |
| HCM Control Delay | 8.5 | 8.2 | 8.2 |
| HCM LOS | Α | А | Α |
| | | | |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 75% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 28% | |
| Vol Thru, % | 25% | 0% | 0% | 100% | 0% | 0% | 100% | 33% | 5% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 67% | 67% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 28 | 27 | 65 | 39 | 31 | 15 | 25 | 37 | 127 | |
| LT Vol | 7 | 0 | 0 | 39 | 0 | 0 | 25 | 12 | 6 | |
| Through Vol | 0 | 27 | 0 | 0 | 31 | 0 | 0 | 25 | 85 | |
| RT Vol | 21 | 0 | 65 | 0 | 0 | 15 | 0 | 0 | 36 | |
| Lane Flow Rate | 29 | 28 | 68 | 41 | 33 | 16 | 26 | 39 | 134 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.047 | 0.037 | 0.109 | 0.06 | 0.041 | 0.026 | 0.039 | 0.054 | 0.183 | |
| Departure Headway (Hd) | 5.773 | 4.697 | 5.748 | 5.245 | 4.541 | 5.877 | 5.374 | 4.902 | 4.925 | |
| Convergence, Y/N | Yes | |
| Cap | 619 | 760 | 623 | 682 | 786 | 608 | 665 | 729 | 729 | |
| Service Time | 3.518 | 2.442 | 3.489 | 2.985 | 2.281 | 3.62 | 3.116 | 2.645 | 2.659 | |
| HCM Lane V/C Ratio | 0.047 | 0.037 | 0.109 | 0.06 | 0.042 | 0.026 | 0.039 | 0.053 | 0.184 | |
| HCM Control Delay | 8.8 | 7.6 | 9.2 | 8.3 | 7.5 | 8.8 | 8.3 | 7.9 | 8.8 | |
| HCM Lane LOS | Α | Α | Α | Α | Α | Α | А | Α | А | |
| HCM 95th-tile Q | 0.1 | 0.1 | 0.4 | 0.2 | 0.1 | 0.1 | 0.1 | 0.2 | 0.7 | |

| Intersection | | | | | | |
|----------------------------|------|------|------|------|--|--|
| Intersection Delay, s/veh | | | | | | |
| Intersection LOS | | | | | | |
| Movement | SBU | SBL | SBT | SBR | | |
| Vol, veh/h | 0 | 36 | 6 | 85 | | |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | | |
| Mvmt Flow | 0 | 38 | 6 | 89 | | |
| Number of Lanes | 0 | 0 | 1 | 0 | | |
| | | | | | | |
| Approach | | SB | | | | |
| Opposing Approach | | NB | | | | |
| Opposing Lanes | | 2 | | | | |
| Conflicting Approach Left | | WB | | | | |
| Conflicting Lanes Left | | 3 | | | | |
| Conflicting Approach Right | | EB | | | | |
| Conflicting Lanes Right | | 3 | | | | |
| HCM Control Delay | | 8.8 | | | | |
| HCM LOS | | Α | | | | |
| | | | | | | |
| Lane | | | | | | |

| | ۶ | → | • | ✓ | ← | | 4 | † | 1 | - | ↓ | 1 |
|--|---|---------------------------------------|--|--|--------------------------|--|--|-----------------------|---|-------------------|--|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | Ť | 4 | | | 4 | | | ₽ | |
| Volume (veh/h) | 0 | 0 | 0 | 10 | 0 | 25 | 3 | 42 | 0 | 0 | 57 | 78 |
| Sign Control | | Stop | ner orden er | T11011423128614715 | Stop | | | Free | | | Free | e (1076) (1076) (1076) |
| Grade Peak Hour Factor | 0.92 | 0% 0.92 | 0.92 | 0.92 | 0% 0.92 | 0.92 | 0.92 | 0% 0.92 | 0.92 | 0.92 | 0% 0.92 | 0.92 |
| Hourly flow rate (vph) | 0.92 | 0.92 | 0.92 | 0.92 11 | 0.92 | 0.92 27 | 0.82 | 0.92 46 | 0.92 | 0.92 | 0.92 62 | 0.92 |
| Pedestrians | | | iiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii | :::::::::::::::::::::::::::::::::::::: | | | 1911 1911 9 | | | | :::::::::: '^ | the contract of the contract o |
| Lane Width (ft) | | | | | | 7 # | | | | | | |
| Walking Speed (ft/s) | | | | | | | | Charles & Access 1994 | *************************************** | ALTERNATION A | W. 1977 2 1925 | . ``. '' |
| Percent Blockage | | | | | | | r:4::::::::::::::::::::::::::::::::::: | | | | | |
| Right turn flare (veh) | | | | , 1: 1: 1: 0 1 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | tement consistent | eresserversere | 10.510.005.51.005.5 | **************** | | ************ | e see greekeers meet | 2 12 14 14 14 17 17 17 18 |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) Upstream signal (ft) | en e | | Yanan Maray | | | | | | ::::5811312-1051411 | | Nerson con section | 555555555555 |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC; conflicting volume | 184 | 157 | 104 | 157 | 199 | 46 | 147 | | | 46 | | |
| vC1, stage 1 conf vol | 1-12-14-15-15-15-15-15-15-15-15-15-15-15-15-15- | * * * * * * * * * * * * * * * * * * * | | danna yang digin garan da | edigeture de Grandyere e | | e vertical political design | nineses seek | ings. m istor | umunaa.e | ************************************** | DUNFUE UZ |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 184 | 157 | 104 | 157 | 199 | 46 | 147 | | | 46 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) tF (s) | 3,5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | ა.ა 97 | 100 | | | 100 | | |
| cM capacity (veh/h) | 755 | 734 | 950 | 808 | 695 | 1024 | 1435 | | | 1562 | | |
| Direction, Lane# | WB1 | WB 2 | NB 1 | SB 1 | nandri Tiriri | | nenthine ui. | ATTO ALEM SEA | | | | |
| Volume Total | 11 | 27 | 49 | 147 | | | | | | | | |
| Volume Left | 11 | 0 | 3 | 0 | | | 1144-1144 (1841-1841) | | | | S. C. Lindon St. 1985 | 20121111111 |
| Volume Right | 0 | 27 | 0 | 85 | | | | | | | | |
| cSH | 808 | 1024 | 1435 | 1700 | | | | | | | | 2011-06/1050-0 |
| Volume to Capacity | 0.01 | 0.03 | 0.00 | 0,09 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 2 | 0 | 0 | granes per manekare we | eretasjinejnikasji | 11/5/540004/0000000000000000000000000000 | | | | | TURESTITE |
| Control Delay (s) | 9.5 | 8.6 | 0.5 | 0.0 | | | | | | | | |
| Lane LOS Approach Delay (s) | A 8,9 | Α | A 0,5 | 0.0 | | | | | 54 <u>1681</u> 8463544 <u>7</u> 586 | ::35#gereessosg | Baj Softe societies | 7677 80361115 |
| Approach LOS | 0,9 A | | 0,0 | 0.0 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 1.6 | | 0.000.400 - 400 | | | | | | | |
| Intersection Capacity Utilization | n. | | 17.8% | ICI | J Level o | f Service | | | Α | | | |
| Analysis Period (min) | | Indoaner (m. 19 | 15 | Kini (507 556) 55 | | xXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX | | 4868588558 | 1413-1444-1447-14 | ne salnežina e na | 15 15 15 15 15 15 15 15 15 15 15 15 15 1 | 031-026-033 |
| g a prace a segression de la Colonia de la C | | | | | | | | | | | | |

| |) | - | • | * | + | • | * | † | <i>></i> | / | + | 4 |
|----------------------------------|--|-------------------------------|---|--|----------------------|--|--|--------------------------|----------------------------------|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | | of a second control | ., | | | \$ | | | 4 | |
| Volume (veh/h) | 42 | 1 | 3 | 0 | 0 | 0 | 0 | - 3 | 7 | 50 | 17 | 0 |
| Sign Control Grade | | Stop 0% | gen kesseringeski saar | | Stop | ************************************** | | Free |) | THE CONTRACTOR | Free | :1::::::::::::::::::::::::::::::::::::: |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0% 0.92 | 0.92 | 0.92 | 0% 0.92 | 0.92 | 0.92 | 0% 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 0.32 1 | 3 | 0.32 | 0.32 | 0.92 | 0.92 | 0.32 | 0.82 8 | 0.92 54 | 0.92 | 0.92 |
| Pedestrians | ((:::::::::::::::::::::::::::::::::::: | | etrakota Ala | .://timesex | eren (compet) | | | ntsteiteret Y die | V | | | |
| Lane Width (ft) | | | | | | | | | | kan ing | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | () | ar marringanganga | | erennen en e | | | sowersa. | | esches atomaca (CS) (r | \$46\$\$\$\$\$\$\$\$\$\$\$ | 10 Mg/ g | 000000600006060 |
| Median type Median storage veh) | | | | | | | | None | | | None | |
| Upstream signal (ft) | serence de | | | | | 2012-1220-1220-41 2013-1221-1220-41 | | | | | | 1.1116(11.44) |
| pX, platoon unblocked | | | | | | mman 4 (121) | | | | | | |
| vC, conflicting volume | 134 | 138 | 18 | 138 | 134 | 7 | 18 | | | 11 | *************************************** | |
| vC1, stage 1 conf vol | | n, | | er fryser yn i farau'r a | | | ###################################### | | ;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;; | · * 19.080407781.0-3 | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 134 | 138 | 18 | 138 | 134 | 7 | 18 | | | 11 | | |
| tC, single (s) | 7,1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 3,5 | | eren eren eren eren eren eren eren eren | | | | | | With Still His Giogra | | | -6-5-54-5-5-5-2 |
| tF (s) p0 queue free % | 94 | 4.0 100 | 3.3 100 | 3.5 100 | 4.0 100 | 3.3 100 | 2.2 100 | | | 2.2 97 | ,:::X(%: | |
| cM capacity (veh/h) | 816 | 727 | 1060 | 808 | 731 | 1075 | 1598 | | Bulline med | 1608 | | |
| Direction, Lane # | EB 1 | NB1 | SB 1 | 000 | 101 | 10,0 | 1000 | | | 1000 | | |
| Volume Total | 50 | 11 | 73 | 1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (1911 (19 | | | | | | | | |
| Volume Left | 46 | 0 | 54 | | | <u> </u> | | | | | Kiran | 191138111119 |
| Volume Right | 3 | 8 | 0 | | | | | | | | | |
| cSH | 826 | 1700 | 1608 | AND A THE PLANT SERVING SERVING | | | erakan melaka da andari daga | 1.11 | *61,*11 - 1,61 - 7 - 1337 - 1 | #P##(;##;############################## | | nene en en en e |
| Volume to Capacity | 0.06 | 0.01 | 0.03 | | | | | | | | | |
| Queue Length 95th (ft) | 5 | 0 | 3 | | | | N. 4. I NACOSTO AND TO | | | | | |
| Control Delay (s) | 9.6 | 0.0 | 5.5 | | | | | | | | | |
| Lane LOS Approach Delay (s) | A | 0.0 | A | | | | | Sees Company of the | 51753555656664545 | | | ografii iniida |
| Approach LOS | 9.6 A | 0.0 | 5.5 | | | ne ndhun chalee e Albebr La da da da ann an an 1977 | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 6.6 | | | | | | | | | |
| Intersection Capacity Utilizati | on | | 20.3% | ICI | J Level o | f Service | | | Α | | | |
| Analysis Period (min) | | F 25 F 55 CS - \$25 CS CS + 4 | 15 | 1855 FERSTER FEEL A DE | ywys Chryf i as as a | | FEFE FALL 88,7+++875+ | ingeljiga, kryponorina | | | gva.topoznic | |
| | | | | | | | | | | | | |

| | ۶ | → | * | • | 4 | • | * | † | <i>></i> | \ | + | 1 |
|--------------------------------------|--|--|-------------------------------|---|------------------------------|--|--|----------------------|--|---|--|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | tint till and a med | managa sana sa | | * | 4 | | | र्स | | | \$ | |
| Volume (veh/h) | 0 | 0 | 0 | 77 | 3 | 14 | 43 | 486 | 0 | 0 | 76 | 334 |
| Sign Control | :::::::::::::::::::::::::::::::::::::: | Stop | er en en en en en en en en en | 200000000000000000000000000000000000000 | Stop | 1975 N. 198 - 1 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 198 - 19 | -240 000 400 - 200 00 | Free | · | | Free | |
| Grade | ^ ^ ^ | 0% | 0.00 | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) Pedestrians | 0 | U | 0 | 84 | 3 | 15 | 47 | 528 | 0 | 0 | 83 | 363 |
| Lane Width (ft) | | | | Mario | | VIIII | | | | | 141244444444 | William Agent |
| Walking Speed (ft/s) | | | Amerikan kanala | | 113271112741177117 | # 31 4 1 8 1 1 3 2 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | ###################################### | | diGarristi | ggane St. St. St. St. accord | | | | :W:125776415567745 | kwa santasa k | Billini III. | FORFORKELDINGE |
| Median type | | | | | | Herine | | None | | | None | |
| Median storage veh) | | | | 2727777747777 | | *************************************** | ***** | Anna Salana and Anna | 7 TT 1 TT | | WAYNY | .,,, |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | ************ | | | . 4.5 / 40.000 | | | | 1.7 | *************************************** | 20.1. 72 1724 | ., | A CONTRACT |
| vC, conflicting volume | 903 | 886 | 264 | 886 | 1067 | 528 | 446 | | | 528 | | |
| vC1, stage 1 conf vol | | | galya kwaninas | ATTOLOGICA STANS | VII.TILTIUT, 1884 | | | | | | | |
| vC2, stage 2 conf vol | 000 | 000 | -1911 | | | | | | | | | |
| vCu, unblocked vol tC, single (s) | 903 7.1 | 886 6.5 | 264 6.2 | 886 | 1067 | 528 | 446 | 5077910001100051ssss | | 528 | ···· | |
| tC, 2 stage (s) | | 0.0 | 0,2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tE (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | Terrences | 111.00.00000 |
| p0 queue free % | 100 | 100 | 100 | 67 | 98 | 97 | 4. 4 | | | 100 | | 100000000000000000000000000000000000000 |
| cM capacity (veh/h) | 240 | 272 | 775 | 257 | 213 | 550 | 1115 | | | 1039 | | |
| Direction, Lane# | WB1 | WB 2 | NB1 | SB1 | | | | | | | | |
| Volume Total | 84 | 18 | 575 | 446 | | | | | | | | |
| Volume Left | 84 | 0 | 47 | 0 | | | ESSELLARIA HA | | Hiralastrosiasia | | | |
| Volume Right | 0 | 15 | 0 | 363 | | | | | Milos and | Pigrania ji | Astronomico Grandanios (158) | TENESIS |
| SH | 257 | 430 | 1115 | 1700 | ti ta arta tika di Pamakan | sa dinana (1990-1994) | | 10001444444 | 1170196114444444 | yggreerer, was | | ererendaniğ |
| Volume to Capacity | 0.33 | 0.04 | 0.04 | 0.26 | | | 995 W. 14 11 12 19 19 19 19 19 19 19 19 19 19 19 19 19 | | | | | |
| Queue Length 95th (ft) | 34 | 3 | 3 | 0 | | | \ | | | | 77777777222222222222222222222222222222 | 44000000000000 |
| Control Delay (s) | 25.7 | 13.8 | 1.1 | 0.0 | | | | | o constante de la constante de La constante de la constante d | | | |
| ane LOS | D | В | Α | | | | | | | | | anima na a |
| Approach Delay (s) | 23.5 | | 1.1 | 0.0 | | | | | | | | :::::::::::::::::::::::::::::::::::::: |
| Approach LOS | С | | | | | | | | | | | |
| ntersection Summary | | | | | | | | | 44.64 | | | |
| verage Delay | | | 2.7 | | | | | | | | | |
| ntersection Capacity Utilization | on | | 66.8% | ICI | J Level of | Service | | | С | | | |
| Analysis Period (min) | undecessors in section | | 15 | 2702.000 | | | | | | * | | ********** |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

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|--|---------------------------------|--|-------------------|--|-------------------------|---|--|---|-----------------------------|---|--|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | Þ | | | | | | 4 | | | ર્ન | 20 C C C C C C C C C C C C C C C C C C C |
| Volume (veh/h) | 400 | 0 | 34 | 0 | 0 | 0 | 0 | 129 | 83 | 2 | 151 | 0 |
| Sign Control | | Stop | | | Stop | ., | *********** | Free | | *************************************** | Free | ing ne na dalah 1968 |
| Grade | | 0% | | | 0% | | | .0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 435 | 0 | 37 | 0 | 0 | 0 | 0 | 140 | 90 | 2 | 164 | 0 |
| Pedestrians | Natural Version | 787777777 | | | | 110000000000000000000000000000000000000 | : :7:::7::2:2:4:-3:: | and remote strongerous | /-Y397 | - margaria sasadasan | . V 6 | ; |
| Lane Width (ft) Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | winghierer | HTHOMES STATE | | Nasadagg <u>e</u> lite | | | 547554 (s. 9 a.c.) ac | <u></u> | 9878 (45 (15 cm) | |
| Right turn flare (veh) | | Presentation (| | entenana. | | | | | | | | Porkini |
| Median type | | | | | | ggaagen. | | None | |) (1997) | Niana | |
| Median storage veh) | 19 22 3 1 2 2 3 2 2 2 1 3 2 3 3 | 111171,(1851-556) | production (1977) | | | | | None | | | None | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | M.R.C. 11.11412 | | 08720182232020000 | ###################################### | l line (finish, argany) | | Sidiala (Sidiala) | | | | | |
| vC, conflicting volume | 354 | 399 | 164 | 391 | 354 | 185 | 164 | | | 230 | | |
| vC1, stage 1 conf vol | ., | TANTO TAN MENG S | | 313.113. 111 | | TENDEN TO THE TOTAL | arrene (1 To Arte a | iaudihe se sibelah ya M | antoni e Miliedal | | (A. 1881 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1884 - 1 | -:::::::::::::::::::::::::::::::::::::: |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 354 | 399 | 164 | 391 | 354 | 185 | 164 | V 66-1 10 11 11 11 11 11 11 11 11 11 11 11 11 | | 230 | | Almah berdana |
| tC, single (s) | 7.1 | 6.5 | 6,2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | Parks valazora | mananana (sa | | received of the | ., | . 22.45 | | | | | |
| (F(s) | 3.5 | 4.0 | 3.3 | 3,5 | 4.0 | 3.3 | 2.2 | | | 2,2 | | |
| p0 queue free % | 28 | 100 | 96 | 100 | 100 | 100 | 100 | -170-21100000000000000000000000000000000 | Lecces (555 (557 (557 (557 | 100 | | DELANCE IN NOVINANCE |
| cM capacity (veh/h) | 600 | 538 | 880 | 544 | 570 | 857 | 1414 | | | 1337 | | |
| Direction, Lane# | EB1 | EB 2 | NB 1 | SB1 | | | | | 1 | | | |
| Volume Total | 435 | 37. | 230 | 166 | | | | | | | | |
| Volume Left | 435 | 0 | 0 | 2 | | | | | | | | |
| Volume Right | 0 | 37 | 90 | 0 | | | | | | | | |
| cSH Value | 600 | 880 | 1700 | 1337 | | | .02010000000000000000000000000000000000 | 9916 91 J. 1846 91 3 5777 | | 1741 o 2000 a an aan aa | TERST FRENCIS (14.5) | |
| Volume to Capacity Queue Length 95th (ft) | 0.72 | 0.04 | 0.14 | 0.00 | | | | | | vijnacių sečistėtė Profesioninės | | |
| Control Delay (s) | 152 25.1 | 3 9.3 | 0 0.0 | 0 0.1 | intelegrations | | Paradesia de la composition della composition de | ili Procedi escribis | (CATTONICS PRE-FRE | Food Standard (1886) | KUTKUUTI TKIR ETTIR | + vff++ 1/5-1/52 |
| Lane LOS | 20.1 D | 9.3 A | | With Table Comment of the Comment | | | | | | | | |
| Approach Delay (s) | 23.9 | | 0,0 | A 0.1 | | | 251125555 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 84394 <u>(3878</u> 3897835) | 77250453354254 | ¥15.7500.2001. | 7317397644 |
| Approach LOS | <u> </u> | HE GERETEERS EDSON | | V. 1 | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 13.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 40.7% | ICI | J Level of | Service | | | MANAGE AND SECOND | giininen | | |
| Analysis Period (min) | <u> </u> | ###################################### | 15 | ar estruit YA | 040101 | ON YIUD | | | | 141,21717,217,2 | | |
| | | | | | | | | | | greeneng. | | FEE: \$123.00 |

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| | - | | | | |

| | Fni | FDT | IA IP) T | MOD | PNI | SBR | deserve apres de paracas con a |
|------------------------------------|--|------------------------|------------------------------|---|---|---|--|
| Movement | EBL | EBT. | _WBT | WBR | SBL | — ACC | Roy of the Control of |
| Lane Configurations Volume (veh/h) | 199 | € 1 37 | ‡ 25 | 13 | ∖γ # 13 | 172 | |
| Sign Control | שנו | Stop | Stop | i i j | Free | | |
| Grade | | - 0% | - 0% | NEW SECTION | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | ijakuman |
| Hourly flow rate (vph) | 216 | 40 | 27 | 14 | 14 | 187 | |
| Pedestrians | :::::::::::::::::::::::::::::::::::::: | rasian'i Yan | | nikanitus (Mino | | ansant a tuun kun tiika kiin kun kiin ka ka maa ka k | . 1. 1. 325021. 413 |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | ******************************* | | 101 - 110 - 11 - 1 | | 100000000000000000000000000000000000000 | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | \$ - The management of the State of the control of the state of the sta | |
| Median type | | | | | None | | |
| Median storage veh) | | | | | | | |
| Upstream signal (ft) | | | | | | | |
| pX, platoon unblocked | | egregarijan in in magn | ggoga og som halande halande | 1, 101, 101, 101, 101, 101, 101, 101, 1 | eegagaan aanga eegas | | nankan wasa kasa |
| vC, conflicting volume | 149 | 122 | 215 | 0 | 0 | | V-13/2-11 |
| vC1, stage 1 conf vol | garagina na dia matahan mataha at m | | | | | (a. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15 | 0.55505-0.00 |
| vC2, stage 2 conf vol | 446 | 400 | | | | | |
| vCu, unblocked vol | 149 | 122 6.5 | 215 6.5 | 0 6.2 | 0 4.1 | | NESETTERA |
| tC, single (s) tC, 2 stage (s) | 7.1 | 0.0 | 0.5 | 0.2 | 4,1 | | |
| tF.(s) | 3.5 | 4,0 | 4,0 | 3.3 | 2,2 | | |
| p0 queue free % | 72 | 95 | 96 | 99 | 99 | rendirikan pungungan kanga palaman dikangan ang didikangan at banda sigun | nagani |
| cM capacity (veh/h) | 778 | 762 | 677 | 1085 | 1623 | | |
| | EB 1 | WB 1 | | | A southern and another the | | |
| Direction, Lane # | 257 | | SB 1 | | | | |
| Volume Total Volume Left | 25 <i>1</i> 216 | 41 0 | 201 14 | | iiganikika | Sunikeštalijas vairušvainų krimentišmi kardžami iš princijos vaikas vaikas ir vaikas. | |
| Volume Right | 0 | 14 | 187 | 101000000000000000000000000000000000000 | | | |
| cSH | 775 | 777 | 1623 | | | | iriiriii. |
| Volume to Capacity | 0.33 | 0.05 | 0.01 | | | | |
| Queue Length 95th (ft) | 36 | 4 | 1 | iniinteteäeneen | man Negati | A PARAMERANDE MATERIA DE DEL MERO HAMBARIO EN LA TRADESCA DE MATERIA DE COMO DE MATERIA. | i selte sasterii. |
| Control Delay (s) | 11,9 | 9.9 | 0.6 | | | rentifier Miller German eine State in der met gibt der der mit der | |
| Lane LOS | В | Α | Α | 11, 11, 12, 11, 11, 11, 11, 11, 11, 11, | 10/21/21/11/11/11/22 | | |
| Approach Delay (s) | 11.9 | 9.9 | 0,6 | | | | |
| Approach LOS | В | Α | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 7.2 | | | | |
| Intersection Capacity Utili | ization | | 37,7% |)CU | J Level o | of Service A | |
| Analysis Period (min) | | | 15 | | rengererid≠Te‱¶i | | ·::/ |
| | | maguyan wili | Gran Xear | Signification: | use danasi | | |

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| VATABLISADE STEELEN CONSTANT FROM A ANALYSIS OF A SANDERS | | | | and and observable This Market was one should be | AND THE PROPERTY AND ADDRESS OF THE PARTY AND | |
|--|---|--|------------------------|--|---|--|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ካ | † | <u>þ</u> | 3800 UUS UUREL 1180- | ¥ | |
| Volume (veh/h) | 23 | 492 | 399 | 0 | 1 | 22 |
| Sign Control | | Free | Free | | Stop | |
| Grade Peak Hour Factor | 0.92 | 0% 0.92 | 0% 0.92 | 0.92 | 0% 0.92 | 0.92 |
| Hourly flow rate (vph) | 0.92 25 | 0.92 535 | 434 | 0.92 | 0.8Z | 24 |
| Pedestrians | 20 | | | SCHOOL STATE | meaning to a | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | <u> </u> | | | | | |
| Percent Blockage | | | Barasa Arasa ili | | | |
| Right turn flare (veh) | in in the Section of | Dia de Maria de estado a | amini iis la sansa | hii hhi isa 1969. | auraz vas u Muzika | a browner orange follows a transferred of the filmonic latter field for a consequence and a managed a conseque |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | ************************************** | er wer wernige eye ei ing | men essere mornes es | y grown, a grown a nagarat, to mit, | instantings in | |
| vC, conflicting volume | 434 | | | | 1018 | 434 |
| vC1, stage 1 conf vol | 111111111111111111111111111111111111111 | 3 proces (1920 (1925 (1) | Delik ing Delikeration | | | Barring transfer and the treatment of the content of |
| vC2, stage 2 conf vol vCu, unblocked vol | 434 | a tenga pada 1980 Autora ereket tan | | | 1018 | 434 |
| tC, single (s) | 454 4.1 | | | | 6,4 | 6,2 |
| tC, single (s) | | | | | υ,4 | |
| tF.(s) | 2.2 | | | | 3,5 | 3.3 |
| p0 queue free % | 98 | 15.75.252.1139267%.753 | he terren kivi di basa | .112:40:50:02.50,1031. | 100 | 96 |
| cM capacity (veh/h) | 1126 | | | | 257 | 622 |
| Direction, Lane# | EB 1 | EB-2 | WB1 | SB1 | Americk years and the first of the | |
| Volume Total | 25 | 535 | 434 | 25 | | MANGERINGEN MENTERS KENDING KANDING DINING KENDING KANDING KANDING KANDING KANDING KANDING KANDING KANDING KAN |
| Volume Left | 25 | 0 | 0 | 1 | | wasta ta t |
| Volume Right | 0 | Ŏ | 0 | 24 | | |
| cSH | 1126 | 1700 | 1700 | 586 | | |
| Volume to Capacity | 0.02 | 0,31 | 0.26 | 0,04 | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | 3 | | |
| Control Delay (s) | 8.3 | 0,0 | 0.0 | 11.4 | | |
| Lane LOS | Α | | | В | | |
| Approach Delay (s) | 0,4 | | 0.0 | 11.4 | | |
| Approach LOS | | | | В | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilizati | on | | 35.9% | ICU | J'Level o | of Service A |
| Analysis Period (min) | | | 15 | | | |
| | | | e a Parincan | | | |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 12.3 | | | | | | | | | | | |
| Intersection LOS | В | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 243 | 144 | 111 | 0 | 25 | 163 | 23 | 0 | 121 | 3 | 15 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 256 | 152 | 117 | 0 | 26 | 172 | 24 | 0 | 127 | 3 | 16 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|------|----|------|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 2 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 2 | 3 |
| HCM Control Delay | 12.7 | 12 | 12.5 |
| HCM LOS | В | В | В |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 77% | 0% | |
| Vol Thru, % | 0% | 17% | 0% | 100% | 30% | 0% | 100% | 0% | 23% | 0% | |
| Vol Right, % | 0% | 83% | 0% | 0% | 70% | 0% | 0% | 100% | 0% | 100% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 121 | 18 | 243 | 96 | 159 | 25 | 163 | 23 | 13 | 97 | |
| LT Vol | 0 | 3 | 0 | 96 | 48 | 0 | 163 | 0 | 3 | 0 | |
| Through Vol | 0 | 15 | 0 | 0 | 111 | 0 | 0 | 23 | 0 | 97 | |
| RT Vol | 121 | 0 | 243 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | |
| Lane Flow Rate | 127 | 19 | 256 | 101 | 167 | 26 | 172 | 24 | 14 | 102 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.265 | 0.034 | 0.472 | 0.172 | 0.262 | 0.053 | 0.32 | 0.04 | 0.029 | 0.182 | |
| Departure Headway (Hd) | 7.478 | 6.391 | 6.639 | 6.134 | 5.64 | 7.227 | 6.72 | 6.011 | 7.5 | 6.41 | |
| Convergence, Y/N | Yes | |
| Cap | 479 | 557 | 542 | 583 | 634 | 493 | 532 | 592 | 475 | 556 | |
| Service Time | 5.251 | 4.164 | 4.397 | 3.892 | 3.397 | 5 | 4.493 | 3.783 | 5.278 | 4.189 | |
| HCM Lane V/C Ratio | 0.265 | 0.034 | 0.472 | 0.173 | 0.263 | 0.053 | 0.323 | 0.041 | 0.029 | 0.183 | |
| HCM Control Delay | 13 | 9.4 | 15.2 | 10.2 | 10.4 | 10.4 | 12.7 | 9 | 10.5 | 10.6 | |
| HCM Lane LOS | В | Α | С | В | В | В | В | Α | В | В | |
| HCM 95th-tile Q | 1.1 | 0.1 | 2.5 | 0.6 | 1 | 0.2 | 1.4 | 0.1 | 0.1 | 0.7 | |

| Intersection | | | | |
|----------------------------|------|------|------|------|
| Intersection Delay, s/veh | | | | |
| Intersection LOS | | | | |
| Movement | CDII | CDI | CDT | CDD |
| Movement | SBU | SBL | SBT | SBR |
| Vol, veh/h | 0 | 10 | 3 | 97 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 11 | 3 | 102 |
| Number of Lanes | 0 | 0 | 1 | 1 |
| | | | | |
| | | 0.0 | | |
| Approach | | SB | | |
| Opposing Approach | | NB | | |
| Opposing Lanes | | 2 | | |
| Conflicting Approach Left | | WB | | |
| Conflicting Lanes Left | | 3 | | |
| Conflicting Approach Right | | EB | | |
| Conflicting Lanes Right | | 3 | | |
| HCM Control Delay | | 10.6 | | |
| HCM LOS | | В | | |
| 110W 200 | | J | | |
| | | | | |
| Lane | | | | |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 8.8 | | | | | | | | | | | |
| Intersection LOS | А | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 80 | 41 | 37 | 0 | 28 | 33 | 38 | 0 | 58 | 11 | 36 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 84 | 43 | 39 | 0 | 29 | 35 | 40 | 0 | 61 | 12 | 38 |
| Number of Lanes | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 |
| | | | | | | | | | | | | |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 1 | 3 |
| HCM Control Delay | 8.9 | 8.5 | 8.9 |
| HCM LOS | А | А | А |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 84% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 18% | |
| Vol Thru, % | 16% | 0% | 0% | 100% | 0% | 0% | 100% | 22% | 11% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 78% | 72% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 69 | 36 | 80 | 41 | 37 | 28 | 22 | 49 | 95 | |
| LT Vol | 11 | 0 | 0 | 41 | 0 | 0 | 22 | 11 | 10 | |
| Through Vol | 0 | 36 | 0 | 0 | 37 | 0 | 0 | 38 | 68 | |
| RT Vol | 58 | 0 | 80 | 0 | 0 | 28 | 0 | 0 | 17 | |
| Lane Flow Rate | 73 | 38 | 84 | 43 | 39 | 29 | 23 | 52 | 100 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.119 | 0.05 | 0.137 | 0.064 | 0.05 | 0.049 | 0.035 | 0.071 | 0.141 | |
| Departure Headway (Hd) | 5.881 | 4.761 | 5.871 | 5.368 | 4.663 | 6.005 | 5.501 | 4.955 | 5.084 | |
| Convergence, Y/N | Yes | |
| Cap | 607 | 748 | 609 | 665 | 764 | 594 | 648 | 719 | 702 | |
| Service Time | 3.636 | 2.516 | 3.625 | 3.122 | 2.417 | 3.763 | 3.259 | 2.712 | 2.839 | |
| HCM Lane V/C Ratio | 0.12 | 0.051 | 0.138 | 0.065 | 0.051 | 0.049 | 0.035 | 0.072 | 0.142 | |
| HCM Control Delay | 9.4 | 7.8 | 9.6 | 8.5 | 7.7 | 9.1 | 8.5 | 8.1 | 8.7 | |
| HCM Lane LOS | Α | Α | Α | Α | Α | А | А | А | А | |
| HCM 95th-tile Q | 0.4 | 0.2 | 0.5 | 0.2 | 0.2 | 0.2 | 0.1 | 0.2 | 0.5 | |

| SBU | SBL | SBT | SBR |
|------|---------------------|--|--|
| 0 | 17 | 10 | 68 |
| 0.92 | 0.95 | 0.95 | 0.95 |
| 2 | 2 | 2 | 2 |
| 0 | 18 | 11 | 72 |
| 0 | 0 | 1 | 0 |
| | | | |
| | SB | | |
| | NB | | |
| | | | |
| | WB | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | Α | | |
| | | | |
| | 0 0.92 2 0 | 0 17 0.92 0.95 2 2 0 18 0 0 SB NB 2 | 0 17 10 0.92 0.95 0.95 2 2 2 0 18 11 0 0 1 SB NB 2 WB 3 EB 3 8.7 |

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|-------------------------------|---|--|--|-------------------|-----------------------|-----------------|------------------------|--------------------------------------|---|---------------|--|----------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | ኻ | 1> | | | 4 | | | 4 | |
| Volume (veh/h) | 0 | 0 | 0 | 6 | 1 | 55 | 5 | 87 | 0 | 0 | 62 | 67 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 7 | 1 | 60 | 5 | 95 | 0 | 0 | 67 | 73 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | ara da la composition de la co | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | ge eergenes groons oo n | | | | * | | 16977 677 1137 337 1 1 1 1 1 1 1 1 1 | | , | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | American de la comp | | | | | 5 | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | ., | entenantino m | | and the second second | | | | 2 - 3 - 3 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - | | | |
| vC, conflicting volume | 270 | 209 | 104 | 209 | 246 | 95 | 140 | | | 95 | | |
| vC1, stage 1 conf vol | *************************************** | 70905-0,9079-0,00 | s Presidentia | 171151 ABRILLIANS | | | V. 100 - 100 VI. 100 V | TONES INFERRIGING IN | zeloven oner, zavava | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 270 | 209 | 104 | 209 | 246 | 95 | 140 | regognes vine via via ane via | | 95 | dari darat | |
| tC, single (s) | 7.1 | 6.5 | 6,2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | o, n. os osgazona | | ······································ | 이 아무를 보고 있다. | eta dua 12 ta | assessingly one | | | | 5.00.004.02.0 | t elementhic enterers | a in encentral |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 94 | 100 | | er ekenya en egen. | 100 | agamena seame en oge | 2472272 |
| cM capacity (veh/h) | 638 | 685 | 951 | 746 | 654 | 962 | 1443 | | | 1499 | dagenda raska sijaka Tagenda raska sijaka | |
| Direction, Lane# | WB 1 | WB 2 | NB1 | SB 1 | | | | | | | | |
| Volume Total | 7 | 61 | 100 | 140 | | | | | | | | |
| Volume Left | 7 | 0 | 5 | 0 | | | | | | | | |
| Volume Right | 0 | 60 | 0 | 73 | | | | | | | | |
| cSH | 746 | 954 | 1443 | 1700 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.06 | 0.00 | 0.08 | | | | | entana e | | | |
| Queue Length 95th (ft) | 1 | 5 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9.9 | 9.0 | 0,4 | 0.0 | | | | | | | | |
| Lane LOS | Α | Α | Α | | | | | | | | | |
| Approach Delay (s) | 9,1 | *formung (0,100) | 0.4 | 0.0 | | | | | | | | |
| Approach LOS | Α | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.1 | | | | | | | | | |
| Intersection Capacity Utiliza | tion | | 18.8% | lC | U Level o | f Service | | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | . 1011115 |
| | | | | | | | | 16:5351:21:5581: | | | | |

| | ၨ | → | 7 | • | - | • | 4 | † | / | 1 | | 4 |
|------------------------------------|--------------------|--|---------------------------|-----------------------------|-----------------------------------|---|---|---|--|--|---------------------|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 4 | , ., | | | | | 4 | | | 4 | |
| Volume (veh/h) | 82 | 2 | 4 | 0 | 0 | 0 | 0. | 10 | 10 | 49 | 19 | 0 |
| Sign Control Grade | 3625066547647465 | Stop | tanggati nospoti nesig | -Najvaskatrokrycht | Stop | 7)7033322222227 | | Free | (V:5::::::::::::::::::::::::::::::::::: | erreg v seva este que en | Free | |
| Peak Hour Factor | 0.92 | 0% 0.92 | 0.92 | 0.92 | 0% 0.92 | 0.00 | 0.00 | 0% | | | 0% | |
| Hourly flow rate (vph) | 89 | 0.52 | 0.92 4 | 0.92 | 0.92 | 0.92 0 | 0.92 0 | 0.92 11 | 0.92 11 | 0.92 53 | 0.92 21 | 0.92 |
| Pedestrians | nii iliinaa | (##################################### | | flamily (**) | annin Mari | Minima Mari | | | Transfer B. Jahre | in the US. C | <u>41</u> | 0 |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | Turkin sufaattiktii | Anno 12 Politica and | tama sanna indefensi. | an tisannish na na 1984.) | officance of tari | ### W.SH 3 |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | NSCESSES | 3 416791411 1159T | | | | 350000000000000000000000000000000000000 | | | Consider the second contractor | | |
| Median type Median storage veh) | | | | | | | | None | | | None | |
| Upstream signal (ft) | | | | | | | | | Ni de maria pagana | | SETTEMENT OF STREET | diametri (|
| pX, platoon unblocked | FEETER SEE SLEEPER | | | | | treasumet | | | | | | |
| vC, conflicting volume | 143 | 149 | 21 | 149 | 143 | 16 | 21 | Manager (1) | | 22 | | |
| vC1, stage 1 conf vol | | | i Politica, por espesar | ere far ef Sig Friedrich | a de de est de l'Alexandre (1885) | *************************************** | .;;;; <u>,;;;</u> ;;;; | markiliadak | 494774 (141779) | | | HITCHSUN. |
| vC2, stage 2 conf vol | | Janobechi Janobechi | | | | | | | | | esteller vil | 1075.1023.1112 |
| vCu, unblocked vol | 143 | 149 | 21 | 149 | 143 | 16 | 21 | | | 22 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) tF (s) | 3,5 | 4.0 | 3.3 | 3.5 | 1100 A A 00 | | | :::::::::::::::::::::::::::::::::::::: | | | | Estrues a accessora |
| n (3) p0 queue free % | 3,5 89 | 100 | ა.ა 100 | 3.5 100 | 4.0 100 | 3,3 100 | 2.2 100 | | | 2.2 | | |
| cM capacity (veh/h) | 805 | 718 | 1057 | 793 | 723 | 1063 | 1595 | | | 97 1594 | MEGERICA | William 194 |
| Direction, Lane # | EB 1 | NB1 | SB1 | | | | | | | 1001 | | |
| Volume Total | 96 | 22 | 74 | | 738 (11104) | | | | TICLE HERE | | | |
| Volume Left | 89 | 0 | 53 | | | | 90072201124 | | 36-5-3-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5-5 | | idhidan sast. | 77,01112112 |
| Volume Right | 4 | 11 | 0 | | | | | | | gerinting: | | |
| oSH . | 811 | 1700 | 1594 | | | | | | Such in the Alexande | -mminute 1: 1.00 / 10040. | | W |
| Volume to Capacity | 0.12 | 0,01 | 0.03 | | | | | 750000000000000000000000000000000000000 | | | | ATTERIOR : |
| Queue Length 95th (ft) | 10 | 0 | 3 | 5000 A CO 1001 CO 1004 CA 4 | Bergey vis encentragions a | TV-5188 equipment of the second | 70 (200 - 70 4 4 4 4 4 4 5 5 7 5 5 7 5 | 0 | P. Deck on the control of the contro | | | |
| Control Delay (s) ∟ane LOS | 10.0 | 0.0 | 5.4 | | | | | | | | | |
| Approach Delay (s) | B 10,0 | 0.0 | A 5.4 | | | TETHIOLEGIE | | | | 75575955 9251115155 | | 911124111777 |
| Approach LOS | 10.0 | | | | | | | | | | | 77900 N.11112 FFFFFFFEEDOLD |
| ntersection Summary | _ | | | | | | | | | No. of the last of | | |
| Average Delay | | | 7.1 | | | | | | | | | |
| ntersection Capacity Utilization | nii | | 7.1 21.9% | ICL | Level of | Condoo | | | A SEC | | sentetalen en en en | 3 11 5521555 |
| Analysis Period (min) | Malin in desertion | | 15 | | readi () | OCIVICE | | | Α | | | 11411111111111111111111111111111111111 |
| | | | e delige gra Selection | | | | | | | | 372033777337423 | |
| | | S 435 7. 1.1 1 421.23 | erwire alba (1934) | | | ACTION CONTRACTORY | | | (p.Directivity) | assentanii ji | arvinti | 1911119111 |

| AF | PF | NΠ | ΙY | G |
|---------------------|----|-----|----|---|
| $\boldsymbol{\neg}$ | | INL | 10 | _ |

EXISTING + PROJECT + CUMULATIVE PROJECTS PEAK HOUR INTERSECTION CALCULATION SHEETS

| | ۶ | → | • | • | ← | * | 4 | † | <i>></i> | - | ↓ | 4 |
|--|---------------------------------------|---|-----------------------------|-----------------|---------------------------|---|------------------------------------|---------------------------|-----------------------|-----------------------|---------------------------|-----------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | ሻ | 4 | | | 4 | | | 4 | |
| Volume (veh/h) | 0 | 0 | 0 | 64 | 1 | 6 | 45 | 309 | 0 | 0 | 110 | 261 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | - 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 70 | 1 | 7 | 49 | 336 | 0 | 0 | 120 | 284 |
| Pedestrians | | | | | | ~~ ~~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | an at it in |
| Percent Blockage | · · · · · · · · · · · · · · · · · · · | | | | | | | | | | | |
| Right turn flare (veh) | | TIOUTE, 1, 4649 5 55 151 | | | . / | | | | | | geveran nerva var nerva v | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | subsections of the contract | | attention of the large of | ur sangungan sasin | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | 4 | | | okanon olak mak amak ek | na neona averagente e la respe | no emerción mentionación | enarenaka rene erar | | *** 655-5 | .,, |
| vC, conflicting volume | 702 | 695 | 261 | 695 | 837 | 336 | 403 | | | 336 | | |
| vC1, stage 1 conf vol | en ett er en skilvert er | rubuna ramak rama | | | | | 417 | avertie i vida resultatel | araansi a Soomiil Sir | . environmente | Werestra (SC) is a 18 705 | 2000-81-01.07 |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 702 | 695 | 261 | 695 | 837 | 336 | 403 | ************** | nago, walaasaa | 336 | | ters me saturna |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | actings of the | Nationalization | rangal <u>e</u> 19. | enelenia de la come. | vigerviz <u>e</u> vi <u>j</u> vasi | | | ********************* | | |
| tF (s) | 3.5 | 4.0 | 3,3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 80 | 100 | 99 | 96 | | | 100 | | 1017473175555E |
| cM capacity (veh/h) | 337 | 350 | 777 | 345 | 290 | 706 | 1155 | | | 1223 | | |
| Direction, Lane# | WB1 | WB 2 | NB1 | SB 1 | | | | | | | | |
| Volume Total | 70 | 8 | 385 | 403 | | | | | | | (-2:00: | |
| Volume Left | 70 | 0 | 49 | 0 | | | | | | | | |
| Volume Right | 0 | 7 | 0 | 284 | | | | | | | | |
| cSH | 345 | 586 | 1155 | 1700 | | | | | | | | |
| Volume to Capacity | 0.20 | 0.01 | 0.04 | 0.24 | | (\$191.71) 1113 | | | | | | |
| Queue Length 95th (ft) | 19 | 1 | 3 | 0 | | | | | | | | |
| Control Delay (s) | 18.0 | 11.2 | 1.4 | 0.0 | | | | | | | | |
| Lane LOS | С | В | Α | | | | | | | | | |
| Approach Delay (s) | 17.4 | | 1,4 | 0.0 | | | | | | | | |
| Approach LOS | С | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.2 | | | | | | | | | |
| Intersection Capacity Utilization | on | | 54.1% | IĆ | U Level d | of Service | | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| taker era nationalist in travile the disagram gue. | | las, ille New miles Listerius spracher | | | | VI. 15711 SCOVERS | | | | | | |

| | ۶ | - | • | • | ← | * | 4 | † | <i>></i> | 1 | | 4 |
|---------------------------------------|---|------------------------|--|--------------------------------------|--|----------------------|---|--|--------------------------------|----------------------|------------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | 1> | | | | | | 4 | | | र्भ | |
| Volume (veh/h) | 217 | 0 | 109 | 0 | 0 | 0 | 0 | 137 | 105 | 2 | 172 | 0 |
| Sign Control | *************************************** | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 236 | 0 | 118 | 0 | 0 | 0 | 0 | 149 | 114 | 2 | 187 | 0 |
| Pedestrians | porepression | ersternings. | | | | | | | E81711111111111111 | ragamianar | | 51:7:22.5255 |
| Lane Width (ft) | | | 111.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1. | | | | | | | | | |
| Walking Speed (ft/s) Percent Blockage | | | | -1956 - 1754 L. 75 | 11's - 1's 11's 10's 10's 10's 10's 10's 10's | | | | i en menteben t | | | |
| Right turn flare (veh) | | | | | | | | 3445;:1.5;:214:::: | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | 83 PPG 142 PPG 145 155 3 <u>2</u> | from a planting | | · | figurary segregations | atilitzik elimi | | INONG | | er er frikspik of 18 | 140016 | 100093009 |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | 1111177777777 | K6.4.464514514144 | esentilitine see s | | | \$0000000000000000000000000000000000000 | TTPRINCENCE () | Strantenskille | | | |
| vC, conflicting volume | 397 | 454 | 187 | 516 | 397 | 206 | 187 | | | 263 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | 10.000 | | |
| vCu, unblocked vol | 397 | 454 | 187 | 516 | 397 | 206 | 187 | | | 263 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6,5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | e New Schoolse Section | | | | stavo men se volk | . november of charge | ************ | | | YV: 13.1491317111111 | tu da da Na dela |
| tF_(s) | 3.5 | 4.0 | 3.3 | 3.5 | 4,0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 58 | 100 | 86 | 100 | 100 | 100 | 100 | | | 100 | ga kara da shaqa sa s | 200 - 200 - 2 |
| cM capacity (veh/h) | 562 | 501 | 855 | 404 | 539 | 835 | 1387 | | | 1301 | | |
| Direction, Lane# | EB1 | EB2 | NB1 | SB 1 | | | | | | | | |
| Volume Total | 236 | 118 | 263 | 189 | | | | | | | | |
| Volume Left | 236 | 0 | 0 | 2 | Concentrate on the service of the se | | •.•.•. | | Se 14 | | | |
| Volume Right | 0 | 118 | 114 | 0 | | | | | | | | |
| cSH | 562 | 855 | 1700 | 1301 | BETTE 121 JE 1024 COL | | | | 557417561744861118 1 11 | 1317-11513111111111 | | |
| Volume to Capacity | 0.42 | 0.14 | 0.15 | 0,00 | | 120001110 | | | | | | |
| Queue Length 95th (ft) | 52 16.0 | 12 | 0.0 | 0 | | roverija engledicega | | | | | sandsen som et Stoomer | refignations. |
| Control Delay (s) Lane LOS | 10.0 C | 9.9 A | U.U. | 0.1 | | | | | | | digesteric din S | |
| Approach Delay (s) | 13.9 | | 0.0 | A 0.1 | TRANSPORTERS S | enerumen) | 1,251111,220,11111 | ###################################### | | | | 111111111111111111111111111111111111111 |
| Approach LOS | 10.8 B | ini:501/307/307/ | | V. 1 | | | | | <u> </u> | | | |
| Intersection Summary | | | | | 100 | | | | | | | |
| Average Delay | | | 6.1 | | | | | | | | | |
| Intersection Capacity Utilization | n | | 32.3% | ICI | J Level o | f Service | | | Α | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| | carrier syris | | | sydianista sasta. Martinga ingkan | 480890000 | erasioniji (8) | | | | uran di Pancionia | şşirəyə giril | 17000000 |

| | ≯ | - | ← | * | - | ₹ |
|------------------------|------------------------------------|----------|---|------------------------------|------|--|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | 4 | <u>\$</u> | | N/ | |
| Volume (veh/h) | 215 | 32 | 32 | 27 | 87 | 194 |
| Sign Control | e establishment, a cantillity film | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 234 | 35 | 35 | 29 | 95 | 211 |
| Pedestrians | | | | Carle and C. Carridale | | ti marana ma |
| Lane Width (ft) | | ik seisi | | Maria de Cara | | |
| Walking Speed (ft/s) | | | .: | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | 1 (1 (1 mm) 1 m (1 m (1 m (1 m (1 m (1 m |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 341 | 295 | 400 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 341 | 295 | 400 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2,2 | |
| p0 queue free % | 57 | 94 | 93 | 97 | 94 | |
| cM capacity (veh/h) | 540 | 581 | 507 | 1085 | 1623 | |
| Direction, Lane# | EB1 | WB 1 | SB 1 | | | |
| Volume Total | 268 | 64 | 305 | | | |
| Volume Left | 234 | 0 | 95 | | | |
| Volume Right | 0 | 29 | 211 | | | |
| cSH | 545 | 670 | 1623 | | | |
| Volume to Capacity | 0.49 | 0,10 | 0.06 | | | |
| Queue Length 95th (ft) | 68 | 8 | 5 | | | |
| Control Delay (s) | 17.9 | 10.9 | 2.6 | Georgia de la composición de | | |
| Lane LOS | С | В | Α | | | |
| Approach Delay (s) | 17.9 | 10.9 | 2.6 | 200 | | |
| Approach LOS | С | В | | | | |

| Intersection Summary | |
|-----------------------------------|------------------------------|
| Average Delay | 9.9 |
| Intersection Capacity Utilization | 43.7% ICU Level of Service A |
| Analysis Period (min) | 15 |
| | |

| | * | → | • | * | - | 4 | | |
|---|---------------------------|------------------------|--|--|---------------------|------------------------------------|-----------------------------------|---|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | | |
| Lane Configurations | ሻ | . | 4 | | \ \ | | | |
| Volume (veh/h) | 42 | 221 | 233 | 3 | 0 | 53 | | |
| Sign Control | e 12. 11. 11stp. 1 2 c1ss | Free | Free | ****** | Stop | | ******************** | |
| Grade | | 0% | 0% | eixeinen ei | 0% | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | den i kang tradata basas sas | |
| Hourly flow rate (vph) | 46 | 240 | 253 | 3 | 0 | 58 | | |
| Pedestrians Lane Width (ft) | x11690\181136666555 | | | | 78-51-55 (1865) (1) | | (Karbaras cara argangan mengangan | |
| Walking Speed (ft/s) | | | | | | | | |
| Percent Blockage | | | | | | | | |
| Right turn flare (veh) | | | (258),502,620,000,000,000,000,000,000,000,000,0 | | | | | |
| Median type | | None | None | | | | | (1978) (1978) (1978) |
| Median storage veh) | nen en medice elektriste | | | ,:::::::::::::::: | | -14 | | |
| Upstream signal (ft) | | | | | | | | |
| pX, platoon unblocked | | | | 1.1, 1, | | | tras da Arestation (1920). Ve | 1.1,1,, Paul (1,2112) |
| vC, conflicting volume | 257 | | | | 586 | 255 | | |
| vC1, stage 1 conf vol | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | |
| vCu, unblocked vol | 257 | | **************** | | 586 | 255 | | |
| tC, single (s) | 4.1 | | | ágita istil | 6,4 | 6.2 | | |
| tC, 2 stage (s) | ATTENNESS CONTRACTOR | teste skrivajske rejir | ur i programa | | | an a tagang ang kana a at an kana. | | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| tF (s) | 2.2 | | | | 3.5 | 3.3 | | |
| p0 queue free % | 97 1308 | | 5865-114657 FE 1516 | 9590 (1107) 1400 (1179) | 100 | 93 | | |
| cM capacity (veh/h) | | | | THE RESIDENCE OF THE PARTY OF T | 456 | 784 | | |
| Direction, Lane# | EB1 | EB 2 | WB 1 | SB1 | | | | |
| Volume Total | 46 | 240 | 257 | 58 | eranisti. | | | |
| Volume Left | 46 | 0 | 0 | 0 | tpen receptors on | | | energen viktori (kara 10e este 1 |
| Volume Right | 1000 | 1700 | 3 | 58 | | | | |
| oSH Valumo to Consoltu | 1308 | 1700 | 1700 | 784 | alali. Malakata | | | verining englishes |
| Volume to Capacity Queue Length 95th (ff) | 0.03 3 | 0.14 0 | 0.15 | 0.07 | | | | |
| Control Delay (s) | 7.9 | 0.0 | 0 0.0 | 6 10.0 | | | | |
| ane LOS | A | | U.U. | Α | resense (ESS) in | | | |
| opproach Delay (s) | 1.3 | | 0.0 | 10.0 | | | | |
| Approach LOS | | 5445° \$403\$4545555 | HINNYY AN | Α | <u> </u> | | | |
| | | | de de la companya de | • • | | | | |
| ntersection Summary Average Delay | | | 10 | | | | | |
| Average Delay Intersection Capacity Utiliza | ifion | | 1.6 29.1% | M | Level o | Sarvica | | SEA CHARAC |
| nnersection Capacity Otiliza Analysis Period (min) | IIIUII | | 29.1% 15 | IUL | , readi 0 | OCIVICE | tereinen einen eine | A 3 (1) (1) |
| raidryoid i Gridd (Hilli) | | | IV Partition | Najski maraza atan | | | 888894-1140-400-498888 | t al tradicipal and a space |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 9.5 | | | | | | | | | | | |
| Intersection LOS | Α | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 93 | 142 | 56 | 0 | 8 | 161 | 2 | 0 | 54 | 0 | 2 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 98 | 149 | 59 | 0 | 8 | 169 | 2 | 0 | 57 | 0 | 2 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|------|-----|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 2 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 2 | 3 |
| HCM Control Delay | 9.2 | 10.3 | 9.9 |
| HCM LOS | А | В | А |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | |
| Vol Thru, % | 0% | 0% | 0% | 100% | 46% | 0% | 100% | 0% | 0% | 0% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 54% | 0% | 0% | 100% | 0% | 100% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 54 | 2 | 93 | 95 | 103 | 8 | 161 | 2 | 4 | 78 | |
| LT Vol | 0 | 0 | 0 | 95 | 47 | 0 | 161 | 0 | 0 | 0 | |
| Through Vol | 0 | 2 | 0 | 0 | 56 | 0 | 0 | 2 | 0 | 78 | |
| RT Vol | 54 | 0 | 93 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | |
| Lane Flow Rate | 57 | 2 | 98 | 100 | 109 | 8 | 169 | 2 | 4 | 82 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.102 | 0.003 | 0.16 | 0.149 | 0.151 | 0.014 | 0.263 | 0.003 | 0.008 | 0.12 | |
| Departure Headway (Hd) | 6.471 | 5.271 | 5.876 | 5.373 | 4.992 | 6.091 | 5.589 | 4.885 | 6.443 | 5.243 | |
| Convergence, Y/N | Yes | |
| Cap | 549 | 671 | 607 | 663 | 712 | 583 | 637 | 725 | 551 | 677 | |
| Service Time | 4.269 | 3.069 | 3.648 | 3.146 | 2.765 | 3.872 | 3.369 | 2.666 | 4.233 | 3.033 | |
| HCM Lane V/C Ratio | 0.104 | 0.003 | 0.161 | 0.151 | 0.153 | 0.014 | 0.265 | 0.003 | 0.007 | 0.121 | |
| HCM Control Delay | 10 | 8.1 | 9.8 | 9.1 | 8.7 | 9 | 10.4 | 7.7 | 9.3 | 8.8 | |
| HCM Lane LOS | А | Α | Α | Α | Α | Α | В | А | Α | Α | |
| HCM 95th-tile Q | 0.3 | 0 | 0.6 | 0.5 | 0.5 | 0 | 1.1 | 0 | 0 | 0.4 | |

| SBU | SBL | SBT | SBR | | | |
|------|----------------|--|--|---|---|---|
| 0 | 4 | 0 | 78 | | | |
| 0.92 | 0.95 | 0.95 | 0.95 | | | |
| 2 | 2 | 2 | 2 | | | |
| 0 | 4 | 0 | | | | |
| 0 | 0 | 1 | 1 | | | |
| | | | | | | |
| | SB | | | | | |
| | NB | | | | | |
| | 2 | | | | | |
| | WB | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | Α | | | | | |
| | | | | | | |
| | 0 0.92 2 | 0 4 0.92 0.95 2 2 0 4 0 0 SB NB 2 | 0 4 0 0.92 0.95 0.95 2 2 2 0 4 0 0 0 1 SB NB 2 WB 3 EB 3 8.8 | 0 4 0 78 0.92 0.95 0.95 0.95 2 2 2 2 2 0 4 0 82 0 0 1 1 SB NB 2 WB 3 EB 3 8.8 | 0 4 0 78 0.92 0.95 0.95 0.95 2 2 2 2 2 0 4 0 82 0 0 1 1 SB NB 2 WB 3 EB 3 8.8 | 0 4 0 78 0.92 0.95 0.95 0.95 2 2 2 2 2 0 4 0 82 0 0 1 1 SB NB 2 WB 3 EB 3 8.8 |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 8.6 | | | | | | | | | | | |
| Intersection LOS | Α | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 65 | 51 | 31 | 0 | 15 | 47 | 25 | 0 | 21 | 7 | 27 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 68 | 54 | 33 | 0 | 16 | 49 | 26 | 0 | 22 | 7 | 28 |
| Number of Lanes | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 1 | 3 |
| HCM Control Delay | 8.6 | 8.3 | 8.3 |
| HCM LOS | А | А | А |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 75% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 28% | |
| Vol Thru, % | 25% | 0% | 0% | 100% | 0% | 0% | 100% | 39% | 5% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 61% | 67% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 28 | 27 | 65 | 51 | 31 | 15 | 31 | 41 | 127 | |
| LT Vol | 7 | 0 | 0 | 51 | 0 | 0 | 31 | 16 | 6 | |
| Through Vol | 0 | 27 | 0 | 0 | 31 | 0 | 0 | 25 | 85 | |
| RT Vol | 21 | 0 | 65 | 0 | 0 | 15 | 0 | 0 | 36 | |
| Lane Flow Rate | 29 | 28 | 68 | 54 | 33 | 16 | 33 | 43 | 134 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.048 | 0.038 | 0.11 | 0.079 | 0.041 | 0.026 | 0.05 | 0.059 | 0.185 | |
| Departure Headway (Hd) | 5.838 | 4.762 | 5.776 | 5.273 | 4.569 | 5.907 | 5.403 | 4.97 | 4.986 | |
| Convergence, Y/N | Yes | |
| Cap | 612 | 749 | 620 | 678 | 781 | 605 | 661 | 718 | 718 | |
| Service Time | 3.586 | 2.51 | 3.52 | 3.017 | 2.313 | 3.656 | 3.153 | 2.72 | 2.727 | |
| HCM Lane V/C Ratio | 0.047 | 0.037 | 0.11 | 0.08 | 0.042 | 0.026 | 0.05 | 0.06 | 0.187 | |
| HCM Control Delay | 8.9 | 7.7 | 9.2 | 8.5 | 7.5 | 8.8 | 8.4 | 8 | 8.9 | |
| HCM Lane LOS | Α | Α | Α | А | Α | А | А | А | А | |
| HCM 95th-tile Q | 0.2 | 0.1 | 0.4 | 0.3 | 0.1 | 0.1 | 0.2 | 0.2 | 0.7 | |

| Intersection | | | | | | |
|----------------------------|------|------|------|------|---|--|
| Intersection Delay, s/veh | | | | | | |
| Intersection LOS | | | | | | |
| Movement | SBU | SBL | SBT | SBR | ľ | |
| Vol, veh/h | 0 | 36 | 6 | 85 | | |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | | |
| Mvmt Flow | 0 | 38 | 6 | 89 | | |
| Number of Lanes | 0 | 0 | 1 | 0 | | |
| | | | | | | |
| Approach | | SB | | | | |
| Opposing Approach | | NB | | | | |
| Opposing Lanes | | 2 | | | | |
| Conflicting Approach Left | | WB | | | | |
| Conflicting Lanes Left | | 3 | | | | |
| Conflicting Approach Right | | EB | | | | |
| Conflicting Lanes Right | | 3 | | | | |
| HCM Control Delay | | 8.9 | | | | |
| HCM LOS | | Α | | | | |
| | | | | | | |
| Lane | | | | | | |

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|--|--|--|--|--|---|--|-------------------------------|--|-----------------------------------|-------------------------|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | ሻ | Þ | | | र्स | | | f) | |
| Volume (veh/h) | 0 | 0 | 0 | 13 | 0 | 25 | 3 | 42 | 0 | 0 | 57 | 78 |
| Sign Control | \$\$67-11-1-15-15-15-15-15-15-15-15-15-15-15-1 | Stop | (12111, 5 1,51),117,17 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | Stop | | | Free | -070078767 | | Free | |
| Grade Peak Hour Factor | 0.92 | 0% 0.92 | 0.92 | 0.92 | 0% 0.92 | 0.92 | 0.02 | 0% 0.92 | Λ 00 | 0.00 | 0% 0.92 | 0.00 |
| Hourly flow rate (vph) | 0.92 | 0.92 | 0.92 | 0.92 14 | 0.92 | บ.ช2 27 | 0.92 3 | 0.9Z 46 | 0.92 0 | 0,92 0 | 0.92 - 62 | 0,92 85 |
| Pedestrians | | energia de la composició de la composici | HIIIMIHY | hadin ha Marada | istis itsi X iii | :::::::::::::::::::::::::::::::::::::: | | eries Tyes | engalai Y eti | HI WASHING MISS | OZ. | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | 10 | A 17111 AV | | 1 4 1 7 1 1 1 1 1 1 1 1 1 1 | for each or the exe | period and addition | Fr Marie Region | tree Carry Land | | | 101111111111111111111111111111111111111 | r to service of the |
| Percent Blockage | | | | | | 100 (100 (100 (100 (100 (100 (100 (100 | | | | | | |
| Right turn flare (veh) | | | | * | | 0.564(000004470049870 | 1275 * 6.08706 6 6.060 1114 | | 5 + 10 4 5 144 144 41 4901 | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | fyrau a lagaen | | | | | | | | F0,770 FF77 F0 F0 F0 F0 | | UPBE TILIE |
| Upstream signal (ft) pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 184 | 157 | 104 | 157 | 199 | 46 | 147 | | | 46 | | |
| vC1, stage 1 conf vol | iliin i 9 Tar | argii (y faan | ······································ | | | the state of the s | scendel III des. | dinangkeid at sagan | ecconners(te)(4,74) | 9.700 T | The control of the | -1974/2019 |
| vC2, stage 2 conf vol | | | 7 | | | | | | | | | |
| vCu, unblocked vol | 184 | 157 | 104 | 157 | 199 | 46 | 147 | | | 46 | t engesterness en samm | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4,1 | | |
| tC, 2 stage (s) | na nasansa na kaba | ekinti kerviza en | as species se | onato o en debadas | toreumants in r | and the regression | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 755 | 100 734 | 100 950 | 98 808 | 100 695 | 97 1024 | 100 1435 | 181761142F1311[13] | | 100 1562 | | ECHELENS |
| cM capacity (veh/h) | that are an expensive | | 100 1 100 100 1 2 2 2 2 | and the second | 090 | 1V4 4 | 1400 | | | 1002 | | |
| Direction, Lane# | WB1 | WB 2 | NB1 | SB 1 | | | | | | | | |
| Volume Total | 14 | 27 | 49 | 147 | | | | | | | | |
| Volume Left | 14 0 | 0 27 | 3 0 | 0 85 | | | nastotelari | :::::::::::::::::::::::::::::::::::::: | tusyooguukoukesijos | negality to same on e | rriebiosequisiosis | ::000000000 |
| Volume Right cSH | 808 | 1024 | 1435 | 1700 | atralications: | 30, 11887 (1181) | | | | | | |
| Volume to Capacity | 0.02 | 0.03 | 0.00 | 0.09 | Mige: 1982/98.5 | 100000000000000000000000000000000000000 | | | | | 100000000000000000000000000000000000000 | |
| Queue Length 95th (ft) | 1 | 2 | 0.00 | 0.00 | | | : 135-1-1-1-1-1-1571-5 | | | | | 111511111111111111111111111111111111111 |
| Control Delay (s) | 9.5 | 8.6 | 0.5 | 0,0 | 9 v 1 - 6 (5 4 m) y 6 - 6 6 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | | | | | |
| Lane LOS | Α | Α | Α | | | tour : Eff rofuks s: | 2 624776123 524 444 | an and a second | e (menganines esening | | | |
| Approach Delay (s) | 8.9 | | 0.5 | 0.0 | | | | | | | | |
| Approach LOS | Α | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | 1.7 | ***** | | | | | | | | |
| Intersection Capacity Utilization | 1 | | 17.8% | ICI | J Level o | f Service | | | Α | | | |
| Analysis Period (min) | | | 15 | | | erkeren virte i ili | \$1 - U\$ -07 (0 - 0 - 0 7 %) | nan um nagagyravága v aba | ra krimoja kaja do krimo | 33035745 (7741744-) | \$10-0000 WOODS 0000 | . dendu of, detroor |
| pres | | | | | | | | | | | | |

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|---------------------------------------|--------------------|--|---|--|---|--------------------------------------|---|---|---|-------------------------------|---|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ₩ | | | | | | ∱> | | | स | |
| Volume (veh/h) | 42 | 1 | 3 | 0 | 0 | 0 | 0 | 3 | 8 | 50 | 20 | 0 |
| Sign Control | | Stop | | | Stop | | ., | Free | WALES AND ADDRESS OF THE PARTY | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | | 3 | 0 | 0 | 0 | 0 | 3 | 9 | 54 | 22 | 0 |
| Pedestrians | | | ;====================================== | eque(que coquant | 1900 (000) (000) | | i (ti trechine) ne projekto | ararantigation | | | | irinostymis |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) Percent Blockage | | -10-1-1-16-51-03-60-03 | }41.141.1541.1s | | Arene desent | | yenenye de | | | | | |
| Right turn flare (veh) | | New (miles) | an ist out (\$0 | | | | | | | | | |
| Median type | | | | | . 400444444444444 . 4004444444444444 | | 100000000000000000000000000000000000000 | None | | 5001851051048 | None | |
| Median storage veh) | | | | | | Principle (1988) | Entra Mydria Y | NONE | | | 140116 | |
| Upstream signal (ft) | | 480 mai 400 | #55.E5: 1550.000 | | MINITED (1861) | 35.251.235546 | | | | | | |
| pX, platoon unblocked | DE STATESTAL SE NO | | | Tacific or of Allice | | SpillStelletekStellet | Ranger (1911) | | | haadaaa qay'gagah | | |
| vC, conflicting volume | 138 | - 142 | 22 | 142 | 138 | 8 | 22 | | | 12 | n | |
| vC1, stage 1 conf vol | or was 1921 and | -0-11 | | | | | | | ranger nit alann manu daibe | entregren i TT con | in in alternation, and like or | |
| vC2, stage 2 conf vol | | | Washingto Fatta da Kaba | nggar da gagaraga Gagar Baranga | | | ata in Colomba. Section | | | | | |
| vCu, unblocked vol | 138 | 142 | 22 | 142 | 138 | 8 | 22 | | | 12 | ida o Amir Monadoni | 14 (0.10001000 |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4,1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF(s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3,3 | 2.2 | | | 2,2 | | |
| p0 queue free % | 94 | 100 | 100 | 100 | 100 | 100 | 100 | | TO DO TENJOS EN CARA ART | 97 | anne en againmentagente en | |
| cM capacity (veh/h) | 811 | 723 | 1055 | 803 | 727 | 1075 | 1594 | | | 1607 | | |
| Direction, Lane# | EB1 | NB 1 | SB1 | | | | | | | | | 19 (S. |
| Volume Total | 50 | 12 | 76 | | | ding ataliya. | die nonces | | | 0.000.12.69 | | |
| Volume Left | 46 | 0 | 54 | | | | | | | | | |
| Volume Right | 3 | 9 | 0 | | | | | | | | | |
| cSH | 821 | 1700 | 1607 | nerautar anagar erra | 1111412317234241 | | | the start take steel as a | | | ,,-,-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 7512517757777 |
| Volume to Capacity | 0.06 | 0.01 | 0.03 | | | | | | | | | 2 N. 15 - GUAL 18 1 - 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| Queue Length 95th (ft) | 5 | 0 | 3 | | Y757511Y81X211H | *:55%=f *: 88.5==f*648.40 | | en (4 FB) de sak eg kenne. | : Este de la companya | te de diversità de de se di | erroros estados en dec | 50-10230-02 |
| Control Delay (s) | 9.7 | 0,0 | 5.3 | | | | | kiding ping | | | | |
| Lane LOS | A | | A | | | | | 77:75,79288.77383 | :::::::::::::::::::::::::::::::::::::: | 6164122154466169 | | |
| Approach Delay (s) Approach LOS | 9,7 | 0.0 | 5.3 | | | | | 100000000000000000000000000000000000000 | san sa tuda (1906) Tarifa tang menanggan | | | |
| | Α | | | | | | | | | | | LECTERLANDON |
| Intersection Summary | | | _ | | | | | | | | | |
| Average Delay | | hásancansaa (aa-4- | 6.4 | \$1770755311111111111111111111111111111111 | ngogognas (nigha) | 0 <u>2 * (2</u> 0 2.58 0052 100 00 | | nasanatus annasan a | rangola a kenturu, terahur | programme const | <u>NO DER S</u> ETTIFICATION | 0 - 50 00 5000 - 14 |
| Intersection Capacity Utilization | | | 20.5% | ICI | J Level o | t Service | | | Α | | | |
| Analysis Period (min) | n sana lan wasa la | -100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 1 | 15 | permitted (Stangeling | | | | 7,70100101000000000 | | | | |

| | * | → | • | • | • | • | 4 | † | <i>></i> | - | ļ | 4 |
|--|--|--------------|---------------------------|---|----------------------------|---------------------------------------|--|--|--|---------------------------|--|--------------------------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL. | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | 14 | 1}→ | | | र्स | | | β | |
| Volume (veh/h) | 0 | 0 | 0 | 79 | 3 | 14 | 106 | 498 | 0 | 0 | 81 | 339 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | - 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 86 | 3 | 15 | 115 | 541 | 0 | 0 | 88 | 368 |
| Pedestrians | , | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | n | | programous toward in a color | 515/45/15/15 61 75 75 | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | a to Naziona de la constanta d | aky Neuta at | ali i e i Navi je i e ali | | | | 27222722737777777777777777777777777777 | 11,770,598.1.3777.1 | | augusta seriesas. | arrennia e e e e estar | información e |
| Upstream signal (ft) | | | yng is ni | | | | | | | | | |
| pX, platoon unblocked | inidiakagga pad | Storygoy yet | | ::::::::::::::::::::::::::::::::::::::: | | stotouwy vo | esercianizare | na e a riverante de la casa de la | *************** | 25:25:2 <u>2.5.1.2.2.</u> | gree gawaranens gestine | |
| vC, conflicting volume | 1061 | 1044 | 272 | 1044 | 1228 | 541 | 457 | | | 541 | | |
| vC1, stage 1 conf vol | | | F1880,9855-5150,F114955 | promenosos | 25 (\$455) - 250 (\$450) 1 | Saa soosga Nooge | ne re verezeljeni meje | 3 -178831413511 - 170444 - 17 | 14.15.000,000,000 | | | |
| vC2, stage 2 conf vol | 4004 | 4044 | 070 | 4044 | 4000 | -43 | 467 | | | | | |
| vCu, unblocked vol | 1061 | 1044 | 272 | 1044 | 1228 | 541 | 457 | | 8. ** *********************** | 541 | :::::::::::::::::::::::::::::::::::::: | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4,1 | | | 4,1 | | |
| tC, 2 stage (s) | eline mana pros | mang ayan | 200 MARIN SE | ······································ | | | | | | de d'Alam | waten nebb | district despe |
| tF (s) | 3.5 100 | 4.0 100 | 3.3 | 3.5 55 | 4.0 | 3,3 | 2.2 | | | 2.2 | | 100,400,000,000 |
| p0 queue free % cM capacity (veh/h) | 178 | 205 | 100 766 | ວວ 191 | 98 159 | 97 541 | 90 1104 | | 1961-1986-1996-1996-1996-1996-1996-1996- | 100 1027 | 60,550,000,000,000 | |
| | | | | | 109 | 041 | 11U4 | | | 104/ | | |
| Direction, Lane# | WB1 | WB 2 | NB1 | SB 1 | | | | | | | | |
| Volume Total | 86 | 18 | 657 | 457 | | | | | | | | |
| Volume Left | 86 | 0 | 115 | 0 | | · · · · · · · · · · · · · · · · · · · | o sociones accessos | | | | | |
| Volume Right | 0 | 15 | 0 | 368 | | | | | | | | |
| cSH | 191 | 380 | 1104 | 1700 | r sees to conscious | | | | \ | | | |
| Volume to Capacity | 0.45 | 0,05 | 0.10 | 0.27 | | | | | 6810 J. C. | | | 1010 11 101 11 3 1010 11 101 11 3 |
| Queue Length 95th (ft) | 53 | 4 | 9 | 0 | /// | | F558 #27554 N.S.S.G250 | Gregoria e benega e a conse | eritattya esseri | kilokaternyoni ia | de do esto a eros de sacreto | a tretane anna a |
| Control Delay (s) | 38.5 | 14.9 | 2.6 | 0,0 | sinitii seegaa. | | | | | | | |
| Lane LOS | E | В | A | | ener resorm | ************** | | F18056 FF5 2000204 079 | | NINGINEELE | 500820000000000000 | 1112121222 |
| Approach Delay (s) | 34,4 | | 2.6 | 0.0 | | | | | | | | |
| Approach LOS | D | | | | | | | | | | | |
| Intersection Summary | anthers are | | | | | | | | | | | |
| Average Delay | | | 4.4 | | | | | | | | | |
| Intersection Capacity Utiliz | ation | | 71.6% | IC | U Level o | f Service | | | C | | | |
| Analysis Period (min) | ****** | | 15 | | | | | | | | | |
| | | | estantia estada e | | 343 (2.11) 61 (4.11) | | | | | | | |

| | ۶ | > | \ | • | + | • | 1 | † | <i>*</i> | / | ↓ | √ |
|---|-------------------|-----------------------|---|-------------------------|---|-----------------------|---|---|---|--|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ĵ. | | | | | 70 | ĵ∍ | | | 4 | |
| Volume (veh/h) | 406 | 0 | 57 | 0 | 0 | 0 | 0 | 198 | 87 | 2 | 158 | 0 |
| Sign Control | ************ | Stop | | | Stop | | | Free | *************************************** | | Free | Control Vincentin |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 441 | 0 | 62 | 0 | 0 | 0 | 0 | 215 | 95 | 2 | 172 | 0 |
| Pedestrians Lane Width (ft) | | | egyene kongorneza. | . *** | T 5 () () () () () () () () () (| haranan mengenya (190 | 120120111111111111111111111111111111111 | A District of the second | | ::::::::::::::::::::::::::::::::::::::: | regagament to the track | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | (19812-15-16) | | Minika | | era delivere | | Socialist Section | | F786::::155::(1) |
| Right turn flare (veh) | | F172816553555+++ | ::::::::::::::::::::::::::::::::::::::: | en forealteitheig | | | Karredan (A.) | | | | | |
| Median type | | | | | | | 1010101010101 | None | | | None | |
| Median storage veh) | era era unitaria. | :\r=:\r=:\r=:\r=:\r=: | | , ; ; ; ; ; | | ***************** | MINI-1202-1-120 | | | (2007-00-00-00-00-00-00-00-00-00-00-00-00- | TIONO | £2,2227,1741177 |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | ** | | | | | erandelliste flyfad |
| vC, conflicting volume | 439 | 486 | 172 | 501 | 439 | 262 | 172 | | | 310 | | |
| vC1, stage 1 conf vol | and the strategy | NG28444000.00 - 50.00 | en valanturu | SETTANGE OF THE CASE OF | | | | ranta kriste kriste i de | | | | |
| vC2, stage 2 conf vol | 420 | 400 | 470 | F04 | 400 | 220 | | | | | | |
| vCu, unblocked vol tC, single (s) | 439 7.1 | 486 6.5 | 172 6.2 | 501 7.1 | 439 6.5 | 262 | 172 | | | 310 | AGREE TO CONTURBE CONTU | |
| tC, 2 stage (s) | | 0.0 | 0.2 | | 0.0 | 6,2 | 4.1 | | | 4.1 | | |
| (F (s) | 3,5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2,2 | | YYGG HA MIGH ME | 2.2 | Kali na naken | |
| p0 queue free % | 16 | 100 | 93 | 100 | 100 | 100 | 100 | | | 100 | president for Active | |
| cM capacity (veh/h) | 528 | 481 | 872 | 446 | 511 | 776 | 1405 | | | 1251 | | |
| Direction, Lane# | EB1 | EB 2 | NB 1 | SB1 | | | | | | | | |
| Volume Total | 441 | 62 | 310 | 174 | | | | *************************************** | | | | |
| Volume Left | 441 | 0 | 0 | 2 | <u> </u> | 191703111111111111 | 1244111417 | 1071 107210 115 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | \$20°2000700775058068 | La Individualista | | elitatétécics |
| Volume Right | 0 | 62 | 95 | 0 | | | | | | | | |
| cSH | 528 | 872 | 1700 | 1251 | | | | | | | | |
| Volume to Capacity | 0.84 | 0.07 | 0.18 | 0.00 | | | | procession. | | | | |
| Queue Length 95th (ft) | 214 | 6 | 0 98840 6 06 988 | 0 | egggan berare egy ra | | | | a la a constituente | | ran esperante de la companya de la c | |
| Control Delay (s) Lane LOS | 37.6 | 9.4 | 0.0 | 0.1 | | and Astron | | | | a idikirkirk | | |
| Approach Delay (s) | E 34.1 | A | 0,0 | A | | | | | | Ezregepartyotata | | |
| Approach LOS | 04.1 D | | υ,υ | 0.1 | | | recensor to be a secured. | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 17.4 | | | | | | | | | |
| Intersection Capacity Utilization | | HEHEREKETE | 17.4 44.9% | ાં | J Level of | Condoo | | | | | | 100 1 TO 100 100 100 100 100 100 100 100 100 10 |
| Analysis Period (min) | | | 44.976 15 | | readi Ol | OC! VIUE | | | A | | 2001 11 11 11 11 11 11 11 11 11 11 11 11 | |
| Sall and the sall | | | | | | | | A del consultrator gasta con National | | taursvaara | | |

| | → | - | 4 | * | - | 4 | |
|---|---|--|-----------------------------|--|--|--|--|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | |
| Lane Configurations | | 4 | 4 | | kyf | | |
| Volume (veh/h) | 205 | 40 | 33 | 80 | 38 | 177 | |
| Sign Control | | Stop | Stop | | Free | | 120711503000000000000000000000000000000000 |
| Grade | | 0% | 0% | 3600 - 100 - | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) Pedestrians | 223 | 43 | 36 | 87 | 41 | 192 | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | 10 1-407740 MAY | | **** | | | |
| Median type | | | | | None | | |
| Median storage veh) | anan eraka derenda. | | 41. 144-14. 15. 15. 15. 15. | | | | |
| Upstream signal (ft) | | | | | | | |
| pX, platoon unblocked | rannaniini ya | -,,, , -, -, - <u>, -, -, -, -, -, -, -, -, -, -, -, -, -,</u> | 5-17/4014- <u>1</u> | erana ana ang mga ang | W. 6-5 | , aga aga nga na ann a an aga ga an aga aga | .55 |
| /C, conflicting volume | 284 | 179 | 275 | 0 | 0 | | |
| /C1, stage 1 conf vol | | Najveze programa | | a experience | Tentropo 2005 () | A CONTRACTOR OF THE STATE OF TH | |
| /C2, stage 2 conf vol | 004 | 470 | 075 | | | | |
| /Cu, unblocked vol | 284 | 179 | 275 | 0 | 0 | eri. Di di di sustitui senero (1986-1981) di di deserti di di senero (1986-1981) di | men haventessessesses |
| C, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | | |
| C, 2 stage (s) F (s) | 3.5 | 4,0 | 4.0 | THE SALE AND | | | |
| r (s) 00 queue free % | ა.ა 61 | 4.0 94 | 4.u 94 | 3.3 92 | 2.2 97 | | |
| cM capacity (veh/h) | 576 | 94 697 | 94 616 | 1085 | 1623 | | : :::::::::::::::::::::::::::::::::::: |
| *************************************** | ** * *** * * * * *** | 7-11-11-11-11-1-1-1 | William organization | 1000 | 1023 | | |
| Direction, Lane# | EB1 | WB 1 | SB1 | | | | |
| /olume Total | 266 | 123 | 234 | | | | |
| /olume Left | 223 | 0 | 41 | | 77777 1074 1 1 1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | | |
| /olume Right | 0 | 87 | 192 | | | | |
| SH | 593 | 888 | 1623 | ::ga.:::::::::::::::::::::::::::::::::: | THE SECTION OF THE S | | |
| olume to Capacity | 0.45 | 0.14 | 0.03 | | | | |
| Queue Length 95th (ft) | 58 | 12 | 2 | Markan Maryan Tanan an R | | | · Lore · · · · · · · · · · · · · · · · · · · |
| Control Delay (s) | 15.9 | 9.7 | 1,5 | | | | |
| ane LOS | C | Α | A | 7555555555555555 | 188888888888888888888888888888888888888 | | |
| opproach Delay (s) | 15.9 | 9.7 | 1.5 | | | | |
| pproach LOS | С | Α | | | | | |
| itersection Summary | | | | | | | |
| verage Delay | | | 9.3 | | | | |
| ntersection Capacity Utiliza | tion | | 39.8% | ICL | J Level of | Service A | řistrinici († 1864) Seceptinici († 1866) |
| nalysis Period (min) | | | 15 | | | | |
| | | | | | | | |

| | • | - | - | * | - | 1 | |
|---------------------------------|---------------------------------------|---|--------------------------------------|-------------------------------------|----------------------------------|--|--|
| Movement | EBL | EBT | WBT | WBR | SBL | SBR | CONTRACTOR CONTRACTOR |
| Lane Configurations | ኣ | † | Þ | | ¥γ# | | |
| Volume (veh/h) | 23 | 504 | 409 | 0 | | 22 | ere aris. |
| Sign Control | * * * * * * * * * * * * * * * * * * * | Free | Free | Politica de la Maria. | Stop | | 12 12 122 - 12 12 122 - 1 |
| Grade | | 0% | 0% | | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | North Control |
| Hourly flow rate (vph) | 25 | 548 | 445 | 0 | | 24 | Tarina 2777 |
| Pedestrians | | | e a tribuni de de de de en en especi | S | | | 10.10.111.11 |
| ane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | 18 81 81 81 77 77 77 77 77 77 77 77 | 111-30.000000 | on de la companya da la companya da da companya da | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | *** * 21 *2 | | | | arainin kaisi. |
| vledian type | | None | None | | | | |
| Median storage veh) | | | | | | | 9 (11.75) (3.75) |
| Jpstream signal (ft) | | | | | | | |
| X, platoon unblocked | | | | | | | |
| C, conflicting volume | 445 | | | | 1042 | 445 | 70000000000000000000000000000000000000 |
| C1, stage 1 conf vol | | | | | | | |
| C2, stage 2 conf vol | | | | | | | |
| Cu, unblocked vol | 445 | Alaba a a a a a a a a a a a a a a a a a a | | ******* | 1042 | 445 | 4.14.2 + 14 - 14.2.2.2 |
| C, single (s) | 4.1 | | | | 6.4 | 6.2 | |
| C, 2 stage (s) | 5375 . se u Vilum ili | | | | | | |
| (s) | 2.2 | | | | 3.5 | 3.3 | |
| 0 queue free % | 98 | egangeriji on a kilana aya | | | 100 | 96 | |
| M capacity (veh/h) | 1116 | | | | 249 | 613 | |
| irection, Lane# | EB1 | EB2 | WB 1 | SB 1 | | | |
| olume Total | 25 | 548 | 445 | 25 | | | |
| olume Left | 25 | 0 | 0 | 1 | | | |
| olume Right | 0 | 0 | 0- | 24 | | | |
| SH | 1116 | 1700 | 1700 | 577 | | | |
| olume to Capacity | 0.02 | 0.32 | 0.26 | 0.04 | | | |
| ueue Length 95th (ft) | 2 | 0 | 0 | 3 | | | |
| ontrol Delay (s) | 8.3 | 0.0 | 0.0 | 11.5 | | | |
| ane LOS | A | FFFFFF C.C. CLUBS Excite | | В | 220000000000000000 | Water the second of the second | |
| pproach Delay (s) | 0.4 | | 0,0 | 11.5 | | | |
| pproach LOS | | | | В | | | |
| tersection Summary | | | | | | | |
| verage Delay | | | 0.5 | | | | |
| tersection Capacity Utilization | 1 | | 36.5% | ICU | Level of | Service A | |
| nalysis Period (min) | | | 15 | waraneer of very | * 12 . 12 12 . 12 . 1 | | germannin, |
| | TPARONING IN | SPERCE MEETS | | | . () | | |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 12.4 | | | | | | | | | | | |
| Intersection LOS | В | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 243 | 156 | 111 | 0 | 25 | 173 | 23 | 0 | 121 | 3 | 15 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 256 | 164 | 117 | 0 | 26 | 182 | 24 | 0 | 127 | 3 | 16 |
| Number of Lanes | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|------|------|------|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 2 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 2 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 2 | 3 |
| HCM Control Delay | 12.8 | 12.3 | 12.6 |
| HCM LOS | В | В | В |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 77% | 0% | |
| Vol Thru, % | 0% | 17% | 0% | 100% | 32% | 0% | 100% | 0% | 23% | 0% | |
| Vol Right, % | 0% | 83% | 0% | 0% | 68% | 0% | 0% | 100% | 0% | 100% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 121 | 18 | 243 | 104 | 163 | 25 | 173 | 23 | 13 | 97 | |
| LT Vol | 0 | 3 | 0 | 104 | 52 | 0 | 173 | 0 | 3 | 0 | |
| Through Vol | 0 | 15 | 0 | 0 | 111 | 0 | 0 | 23 | 0 | 97 | |
| RT Vol | 121 | 0 | 243 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | |
| Lane Flow Rate | 127 | 19 | 256 | 109 | 172 | 26 | 182 | 24 | 14 | 102 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.267 | 0.034 | 0.474 | 0.188 | 0.271 | 0.053 | 0.342 | 0.041 | 0.029 | 0.184 | |
| Departure Headway (Hd) | 7.541 | 6.455 | 6.677 | 6.171 | 5.689 | 7.261 | 6.754 | 6.045 | 7.567 | 6.478 | |
| Convergence, Y/N | Yes | |
| Cap | 474 | 551 | 537 | 579 | 628 | 491 | 530 | 589 | 471 | 550 | |
| Service Time | 5.324 | 4.237 | 4.439 | 3.933 | 3.451 | 5.037 | 4.53 | 3.82 | 5.352 | 4.262 | |
| HCM Lane V/C Ratio | 0.268 | 0.034 | 0.477 | 0.188 | 0.274 | 0.053 | 0.343 | 0.041 | 0.03 | 0.185 | |
| HCM Control Delay | 13.1 | 9.5 | 15.4 | 10.4 | 10.6 | 10.4 | 13 | 9.1 | 10.6 | 10.7 | |
| HCM Lane LOS | В | Α | С | В | В | В | В | Α | В | В | |
| HCM 95th-tile Q | 1.1 | 0.1 | 2.5 | 0.7 | 1.1 | 0.2 | 1.5 | 0.1 | 0.1 | 0.7 | |

| ntersection | | | | |
|----------------------------|------|------|------|------|
| Intersection Delay, s/veh | | | | |
| Intersection LOS | | | | |
| Movement | SBU | SBL | SBT | SBR |
| Vol, veh/h | 0 | 10 | 3 | 97 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 11 | 3 | 102 |
| Number of Lanes | 0 | 0 | 1 | 1 |
| | | | | |
| Approach | | SB | | |
| Opposing Approach | | NB | | |
| Opposing Lanes | | 2 | | |
| Conflicting Approach Left | | WB | | |
| Conflicting Lanes Left | | 3 | | |
| Conflicting Approach Right | | EB | | |
| Conflicting Lanes Right | | 3 | | |
| HCM Control Delay | | 10.7 | | |
| HCM LOS | | В | | |
| | | | | |
| Lane | | | | |

| Intersection | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 8.8 | | | | | | | | | | | |
| Intersection LOS | Α | | | | | | | | | | | |
| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
| Vol, veh/h | 0 | 80 | 53 | 37 | 0 | 28 | 43 | 38 | 0 | 58 | 11 | 36 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 84 | 56 | 39 | 0 | 29 | 45 | 40 | 0 | 61 | 12 | 38 |
| Number of Lanes | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 3 | 3 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 2 | 3 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 2 | 1 | 3 |
| HCM Control Delay | 8.9 | 8.5 | 8.9 |
| HCM LOS | А | А | А |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Vol Left, % | 84% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 18% | |
| Vol Thru, % | 16% | 0% | 0% | 100% | 0% | 0% | 100% | 27% | 11% | |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 73% | 72% | |
| Sign Control | Stop | |
| Traffic Vol by Lane | 69 | 36 | 80 | 53 | 37 | 28 | 29 | 52 | 95 | |
| LT Vol | 11 | 0 | 0 | 53 | 0 | 0 | 29 | 14 | 10 | |
| Through Vol | 0 | 36 | 0 | 0 | 37 | 0 | 0 | 38 | 68 | |
| RT Vol | 58 | 0 | 80 | 0 | 0 | 28 | 0 | 0 | 17 | |
| Lane Flow Rate | 73 | 38 | 84 | 56 | 39 | 29 | 30 | 55 | 100 | |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | |
| Degree of Util (X) | 0.12 | 0.051 | 0.138 | 0.084 | 0.051 | 0.049 | 0.046 | 0.077 | 0.143 | |
| Departure Headway (Hd) | 5.942 | 4.822 | 5.897 | 5.394 | 4.689 | 6.036 | 5.532 | 5.02 | 5.145 | |
| Convergence, Y/N | Yes | |
| Cap | 601 | 737 | 605 | 661 | 759 | 590 | 644 | 708 | 692 | |
| Service Time | 3.707 | 2.587 | 3.658 | 3.154 | 2.449 | 3.802 | 3.298 | 2.786 | 2.91 | |
| HCM Lane V/C Ratio | 0.121 | 0.052 | 0.139 | 0.085 | 0.051 | 0.049 | 0.047 | 0.078 | 0.145 | |
| HCM Control Delay | 9.5 | 7.8 | 9.6 | 8.7 | 7.7 | 9.1 | 8.6 | 8.2 | 8.8 | |
| HCM Lane LOS | Α | Α | Α | Α | Α | А | А | Α | Α | |
| HCM 95th-tile Q | 0.4 | 0.2 | 0.5 | 0.3 | 0.2 | 0.2 | 0.1 | 0.2 | 0.5 | |

| ntersection | | | | |
|----------------------------|------|------|------|------|
| Intersection Delay, s/veh | | | | |
| Intersection LOS | | | | |
| Movement | SBU | SBL | SBT | SBR |
| Vol, veh/h | 0 | 17 | 10 | 68 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 18 | 11 | 72 |
| Number of Lanes | 0 | 0 | 1 | 0 |
| | | | | |
| Approach | | SB | | |
| Opposing Approach | | NB | | |
| Opposing Lanes | | 2 | | |
| Conflicting Approach Left | | WB | | |
| Conflicting Lanes Left | | 3 | | |
| Conflicting Approach Right | | EB | | |
| Conflicting Lanes Right | | 3 | | |
| HCM Control Delay | | 8.8 | | |
| HCM LOS | | Α | | |
| | | | | |
| Lane | | | | |

| | ۶ | - | • | • | * | * | 1 | † | / | - | + | 4 |
|------------------------------------|---|------------------------|--------------------|----------------------------|---|--|------------------|--|--|------|-----------------------------------|--|
| Movement | EBL | EBT | EBR | WBL. | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | ሻ | ^ } | 7,11, | | 4 | | | þ | |
| Volume (veh/h) | 0 | 0 | 0 | 7 | 1 | 55 | 5 | 87 | 0 | 0 | 62 | 67 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | - 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 8 | 1 | 60 | 5 | 95 | 0 | 0 | 67 | 73 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | ejrožni teesse. Program | | | | | | | | |
| Walking Speed (ft/s) | ************************* | kappa ankas saaskan la | areks day ou selle | ento estrola e elektro. | Nashada Nadi aliba ara | reconstruer action | | | | | | |
| Percent Blockage | | | | | rytking stic | | | | | | | |
| Right turn flare (veh) | | | | | | :::::::::::::::::::::::::::::::::::::: | | W KIZIZ E | | | | |
| Median type Median storage veh) | | | | | | | | None | | | None | |
| Upstream signal (ft) | | | | | | 100000000000000000000000000000000000000 | HERVARIO PO | hittotti (ban | | | neneran ya Ma | aktiniang |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 270 | 209 | 104 | 209 | 246 | 95 | 140 | | | 95 | | |
| vC1, stage 1 conf vol | produce 61 Year | | | 200 | 270 | | ITV | | | | | |
| vC2, stage 2 conf vol | | 30444 | | aregar ara | | 4 (0) (10) (10) (10) (10) (10) (10) (10) | | 10 100 100 100 100 100 100 100 100 100 | | | | |
| vCu, unblocked vol | 270 | 209 | 104 | 209 | 246 | 95 | 140 | | | 95 | 10.000111001111111 | |
| tC, single (s) | 7.1 | 6.5 | 6,2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | Angel Carlot Carlot | process (4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4. | अन्तर श्रु वश्च रत | | | | | | |
| tF (s) | 3,5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | Massantingin Kabanatan | Vard, etranstrusser. Santaski läävet jags | 2.2 | reas real of Africa Kilomorphy | 13500 - 200 - 2 13500 - 200 - 2 |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 94 | 100 | | anne er men men meda | 100 | 161 2.25 1 4 4 4 4 4 4 4 4 | |
| cM capacity (veh/h) | 638 | 685 | 951 | 746 | 654 | 962 | 1443 | | | 1499 | | |
| Direction, Lane# | WB 1 | WB 2 | NB1 | SB1 | | | | | | | | |
| Volume Total | 8 | 61 | 100 | 140 | andress services | | | | | | | |
| Volume Left | 8 | 0 | 5 | 0 | | | | | | | and the second of the second | *************************************** |
| Volume Right | 0 | 60 | 0 | 73 | | | | | | | | |
| cSH | 746 | 954 | 1443 | 1700 | | | | | | | | |
| Volume to Capacity | 0.01 | 0.06 | 0.00 | 0,08 | | | | | | | | |
| Queue Length 95th (ft) | 1 | 5 | 0 | 0 | | | | | | | | |
| Control Delay (s) | 9,9 | 9,0 | 0.4 | 0.0 | | | | | | | | |
| Lane LOS | A | Α | Α | | | | Nikilimini Maket | | ****** | | | e - 11 - 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - |
| Approach Delay (s) | 9.1 | | 0.4 | 0.0 | | | | | | | | |
| Approach LOS | Α | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.2 | | | | | | E. 5 / 20 / 20 / 20 / 20 / 20 / 20 / 20 / | | | |
| Intersection Capacity Utiliz | ation | | 18.8% | IC | U Level c | of Service | | | Α | | | |
| Analysis Period (min) | *************************************** | | 15 | | | | | | | | | |
| | | | | | | | | | - engla Nythana. Maranjana. | | | |

| | ≯ | - | * | * | + | 4 | 1 | † | / | / | + | 4 |
|---|------------------|--|--|--|--|---|--|---|------------------------------|---|-------------------------|--|
| Movement. | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | 44- | | | | | | 4 | | | र्व | |
| Volume (veh/h) | 82 | 2 | 4 | 0 | 0 | 0 | 0 | 10 | 14 | 49 | 20 | 0 |
| Sign Control | | Stop | :::::::::::::::::::::::::::::::::::::: | Contractive Contra | Stop | | Magagin konggog kanalikati as | Free | | | Free | |
| Grade | 0.00 | 0% | 0.00 | 0.00 | 0% | | | .0% | | | 0% | |
| Peak Hour Factor Hourly flow rate (vph) | 0.92 89 | 0.92 2 | 0.92 4 | 0.92 0 | 0.92 | 0.92 0 | 0.92 0 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Pedestrians | 09 | . | | Helidinis Y Si | U | | ennerve. | 11 | 15 | 53 | 22 | 0 |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | 7, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | 32 | | | 14114 21315 2111 1213 213 | and the second of the second | | | himmini |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | ************* | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | -68886595558 | | | | rester Correct est e | | preparatore de la compa | e de el egit nomen especialistes. | | | | garang taungsia |
| Upstream signal (ft) pX, platoon unblocked | | | 12:30:00:00:00 | | | | | | | | | |
| vC, conflicting volume | 147 | 154 | 22 | 152 | 147 | 18 | 22 | | | 26 | | **** |
| vC1, stage 1 conf vol | .1 | ana da Maria | | 11 | in jalan AMAZ san | reconstructed (in) | indeponited A.A. See | | maracticacy;;;;;;;;;; | *!!!!!.:. 49. .!! | | |
| vC2, stage 2 conf vol | | | | | rings. | | | ************ | | | | |
| vCu, unblocked vol | 147 | 154 | 22 | 152 | 147 | 18 | 22 | 1 1.746 - 1 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - | | 26 | vanišku ninna. | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | von engagen i en | enimografica | | 995 AND STOLEN AND ASSESSMENT | atta di kita inta inte | ovjetov prepresio | | S 703 reneverte testivo | | | SATTLA SERTING STATE OF | |
| (F (s) | 3,5 89 | 4.0 | 3.3 | 3,5 | 4.0 | 3.3 | 2.2 | | | 2,2 | | |
| p0 queue free % cM capacity (veh/h) | 801 | 100 713 | 100 1055 | 100 789 | 100 720 | 100 1060 | 100 1594 | V 144 - 1524 - 1544 V 1544 - 1544 - 1544 | | 97 1588 | | |
| 44-14-14-14-14-14-14-14-14-14-14-14-14-1 | | "server return, reces; | | 709 | 1.ZV | 1000 | 1004 | | | 1000 | | |
| Direction, Lane # | EB1 | NB1 | SB1 | | I SESTIMA SE | | | | | | | de de la ce |
| Volume Total Volume Left | 96 89 | 26 0 | 75 53 | | | | | | | | | |
| Volume Right | o9 4 | 15 | - ၁၁ - 0 | | odrania se | ğirereğinet, | | 322317674362743 | girieniairee. | MORROWING | | Paragram |
| cSH | 807 | 1700 | 1588 | | | | 1918 - 1810 - 1812 - 1822 Primary November - 1822 | | | | | ata tourit |
| Volume to Capacity | 0.12 | 0.02 | 0.03 | | | | | | | | | |
| Queue Length 95th (ft) | 10 | 0 | 3 | | | 22.1.1.1.1.1.2.1.2.1.1.1.1.1.1.1.1.1.1. | M 0010 11211201-1111 | 111111111111111 | | P00177000000000000000000000000000000000 | | 111111111111 |
| Control Delay (s) | 10.1 | 0.0 | 5.3 | | | | | | | | | 3183 - 1317 113 - 1155 - 1155 - 115 |
| Lane LOS | В | =4: | Α | FT 558 F55 F 1 178 F 1 10 A | | | 7577777777777777 | : / : = 5 / 1 / 5 / 5 / 5 / 5 / 5 / 5 / 5 / 5 / | | | | |
| Approach Delay (s) | 10.1 | 0.0 | 5.3 | | | | | | | | | |
| Approach LOS | В | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | ymganagasa e | | 6.9 | *::: | | | | | | | | |
| Intersection Capacity Utilization | L | | 22.0% | IC | J Level o | f Service | | | A | | | |
| Analysis Period (min) | | grandstani | 15 | | | a <u>el seligiouscuscu</u> as | | | | | | SS Sufficient |
| | | | | | denegiênî | | | | | | | 571111111111 |